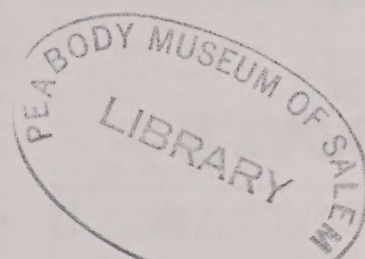




# **messing about in BOATS**

*Twice a Month!*



*Volume 10 ~ Number 8*

*September 1, 1992*





# COMMENTARY



messing  
about in

## BOATS

Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues.

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Publisher & Editor, Bob Hicks

### Our Next Issue...

Will first and foremost feature sea trials of Phil Bolger's step sharpie Micro Trawler design built by David Montgomery, with the designer and builder themselves. Other designs we'll look at are Joe Thompson's Hogtown Bayou Cruising Wherry that didn't get into this issue and Steve Dupont's forward facing oar rig for sliding seat boats. Several adventures will make it this time, Dan Leonard's "Camp Cruising Moosehead Lake" and Andre Venables' "Three Days on the Hudson" lead off with Carl Erickson's "Tall Ships by Kayak" and Jean Bloombergh's "The Rescue" backing them up. We'll have a photo review of Seattle's "Milk Carton Derby" and a report on a rendezvous of sail and electric powered mini-boats. Ron McAdow's new book, "The Concord, Sudbury and Assabet Rivers" will be reviewed, it brings our recent serialization of Henry Parker Fellows' 1884 chronicle of a cruise on these rivers right up to today.

### On the Cover...

The Hull High School crew in "Pilot" were not the multi-oar class winners in the 5th Annual Blackburn Challenge race around Cape Ann, Massachusetts in late July (they placed 2nd) but they showed they had the right stuff that this 20 mile ocean rowing race requires. (Photo by Bob Hicks)

This year's Blackburn Challenge was a really great event with the weather at last giving the Cape Ann Rowing Club a break from too much wind or fog or heat. A nice summer day, sunny but with low humidity, little wind, no sea running. As a result the record turnout of participating boats, over 125 in 18 different categories, set many new class records as well as a new overall course record, getting it just under three hours now for the 20 miles.

I had not expected to be there as plans had been to go to Ontario to the Wooden Canoe Heritage Association Assembly (we publish that group's bi-monthly club magazine "Wooden Canoe" for them), but as the preceding week was foreshortened by my extended sojourn cruising off Cape Cod in Dr. Z's "Red Zinger" (discussed in the last issue on this page), I realized we'd never get away on the 12 hour drive in time to make the visit meaningful.

The Blackburn was an easy alternative only 15 miles away, even with its 8 am starting time. Covering this race as it progresses 20 miles around Cape Ann happens to be something I have learned is best done ashore. In the past I had been out on the "press boat" with others and when several people are involved, there's always some accommodating that must be done, so I didn't always get to be where I wished when I wished. And a race cannot be covered in one's own boat unless it is a powerboat, and the one we bought a few years ago we never did put to work, we had enough boating stuff to deal with. So I drive around the Cape on the perimeter road keeping up with those I wish to follow enroute and popping out onto the shore at several chosen points accessible to the public.

The major complication is that the various classes start at intervals, generally the slowest first, and they progress at differing rates of speed. So one cannot just sit at one spot and catch the various class leaders and then rush on to the next and hope to catch them again. I sat opposite the start on the Annisquam River just off a private road and shot all the starts with the telephoto lens first. By the time the last had departed and I'd rushed over to Annisquam Light where the river enters into Ipswich Bay, the earlier classes had already passed by, it's about three miles into the course. But I caught a few shots of kayakers and then headed up the shore to Lanesville where I now was keeping up with the fleet, although the on-the-water leaders were still ahead of me.

The various headlands are where the participants come closest to shore, so Halibut Point at the northernmost tip of the Cape was the next logical stop, but it is a state park with a fee and a long hike in, so I went on to Andrews Point, where a street end provides walk-out access to the shoreline ledges. Here I found some of the classes were now coming together as faster boats that started later overtook earlier starting slower boats. More variety now to photograph. From there I wanted to go past the village of Rockport to Gap Head where a narrow channel between the head and Straitsmouth Island brings some interesting background into range as the competitors pass through the gut. But, the road end on the topo map turned out to be a private drive to a home on the point, so it was on to Loblolly Cove opposite Thatcher's Island.

Now I was at last ahead of the on-the-water leaders and so I spent quite a while catching those I assumed would be the top finishers in various kinds of boats as they headed down the last half dozen miles to Eastern Point. The open ocean stretched away to a sharp horizon, the water sparkled, it was great spectating. And since it would be a while before the leaders got to Eastern Point, I could linger a while.

Eastern Point is where the competitors round the last turn for the home stretch, the last couple of miles across Gloucester Harbor to the finish. And Eastern Point has this half-mile long breakwater, out at the end of which one can have a "ringside seat" to view them close up after some 18 miles of effort, with the home stretch opening up before them as they round the bend. And now within a few minutes came the kayaks, the sliding seat shells, the multi-oared boats and the leading oar-on-gunwale solo boats, a whole bunch of class winners passing by as the various starting time intervals became irrelevant.

But I missed the finish line, that's anticlimactic anyway as they pull up onto the beach. Eastern Point was the best action location. Some of these photos you'll see in this issue, others will appear in "Atlantic Coastal Kayaker" and still more will end up going to those pictured, people I know who might enjoy seeing what they looked like in the big race of the year. This way of spectating at a 20 mile race taking over three hours to run keeps me busy. But I still think sometime that I ought to do the race at least once just for the experience.



# BOOK REVIEW

"Low Resistance Boats"

Thomas Firth Jones

International Marine Publishing, 1992

242 Pages, Paperback, \$21.95.

"Build 24 Boats That Move Easily Through the Water".

Reviewed by Neil Wilson

Here is a book whose title plainly suggests that it is aimed directly at readers of "Messing About in Boats". Those who buy and read this book will agree, I think, that we are the target that Jones has as his bullseye. These are our kind of boats. And this is not just a book of study plans, nor is it a step-by-step how to do it treatise on building. Rather, it is a book of discussions about boats, organized around these 24 boats that Jones has built, mostly to his own designs, at his shop on New Jersey's Tuckahoe River

Paddling, rowing, sailing and power are all represented. The roster includes four paddling or rowing boats, four garveys (some power, some sail), four daysailers, three long, narrow powerboats, four sailing pocket cruisers, two pocket power cruisers, and three multihulls (two cats and a tri). A final chapter encourages readers to design and build their own. There are fairly detailed drawings for some designs, including dimensions and offsets. Others are less detailed

A few of the designs are for foam-core fiberglass. Most are for

various forms of wood construction. These include plywood, carvel plank, lapstrake, cold molded, strip planked and various combinations. One paddling and one rowing design, both quite light and evidently a bit tidily as well, are in tortured plywood. This man loves to experiment.

Readers who subscribed to the old "Small Boat Journal" may remember a long, narrow deadrise launch named "Puxe" (pronounced "Poosh") that did 10 to 12 knots with a 10hp Honda. She is in here. There is also a scaled down Elco 26 power cruiser. There are arc-bottomed flatwater kayaks as light as 25 lbs, with instructions on how to scale the design up or down to fit the paddler's weight. The design that grabbed me was a double-chine sailing dinghy that is also paddleable and weighs in at 39 lbs. Other readers will find their own favorites.

The subject matter ranges across materials, hull forms, construction methods, structural details, sailing experiences and people. The reader will hear about kinds of wood, about prismatic coefficients and bow half-angles, about some of his clients, and about ocean going passages in catamarans. Jones is frank about things that didn't work well, be they leeboards, boomless spritsails, or wrong choices for planking. And you have to have a good feeling about someone who admits that in

their his and her El Toros, his wife is a better dinghy sailor than he is.

The cover blurb informs us that among various occupations, Jones has been a writer. That is not surprising, for the man's engaging and frequently humorous style is one of the greatest pleasures to be had from reading this book. We could hope to hear more from him.

In the book's introduction, Jones presents himself to his readers in words that express rather neatly his approach to his clients and to boating:

"My work is building boats, designing them and selling plans. Serious inquiries about any of these things are welcome. However, before you write, please ask yourself how feasible your project is, how seriously you are interested, and how much time it may take me to answer you. When wind and tide are right, I really do like to be out on the water."



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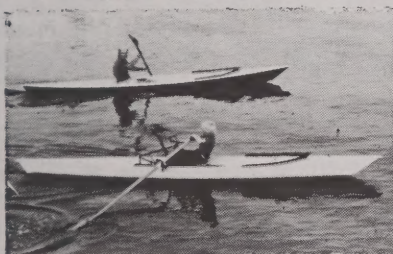
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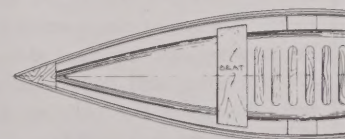
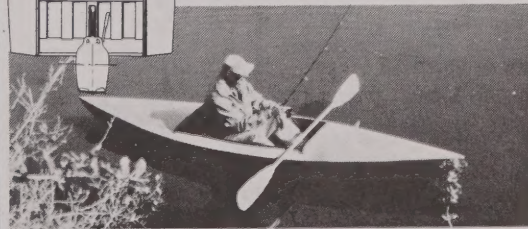
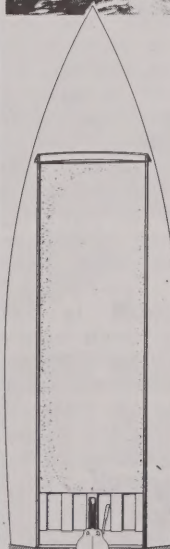
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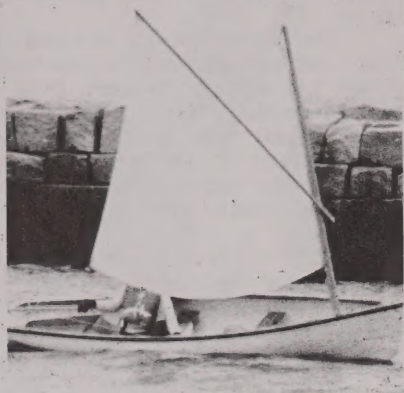
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### SO MANY THINGS INSPIRE

So many things in each of your issues continue to inspire and excite me because you have created such an interesting publication about all these nautical subjects.

I think back to the wooden Snipe I built in 1933, complete with sails, for \$80. Then later that year I invested another \$50 in a wooden Star, #14, built in 1911, which still had its original gaff rig. I later learned that it had been George Elder's final Star, he was the founder and director for many years of the International Star Class YRA. I still have that gaff mainsail, which I loan out to museums and nautical exhibitions from time to time.

I also own the first production Laser, the first ever sold, and am active in that class organization. I teach kids free sailing lessons in a group I started 23 years ago that still charges only a \$3 annual membership dues. I've broadened out my teaching now to include teaching windsurfing to adult beginners. When not sailing, I row my Alden shell. Add to all of this my work as a Senior Race Officer in the U.S. Sailing Association running regattas all over Long Island Sound and working on the sailing competition in the Empire State Games, and my local yacht club's PHRF regatta committee. So many things!

My current wish is for a "Whisp" for not too much money. I always read the classified pages first in every issue of "Messing About in Boats" to see what might relate to my "wish list". "Messing About in Boats" continues to highlight my nautical interests.

Ward Bell, Sea Cliff, NY.

## HAPPENINGS

### HAPPENINGS

Coast Week Row on the Mystic, September 20, Mystic, CT. (203) 441-6777.

### BASIC WOODEN BOAT LORE

There's a short lesson in basic wooden boat lore on the first page of the classified ads in the July 1st issue. A Whisp is offered for sale, and the ad states that the boat has been used only in fresh water. Just to its right is another ad, this for a Crosby cat built in 1908. Presumably a salt water vessel all of its life.

Dry rot loves fresh water. It's the primary destroyer of wooden boats. Great efforts are made to introduce salt into wooden hulls. Boats have routinely been built with salt stops in spots especially susceptible to the entry of rot, which hates salt water as much as it loves fresh.

And so, if you're trying for ad appeal, if you're selling a cast iron engine or a steel boat, by all means push fresh water use. But if it's a wooden boat, the less said about fresh water the better. Here on the Great Lakes we have steel workboats and ore carriers in daily use with launch dates going back well before World War I. But, out of thousands in use as late as that same War, there isn't a single schooner left on the Lakes, Rot got every one.

Joe Reisner, Marshall, MI.

### BOOZE IN BARROW

I recently came across Gail Ferris' account of kayaking in Barrow, Alaska. Having spent a couple of months there last winter, I can assure you that alcoholic beverages are anything but "totally absent in Barrow". I hate to spoil this idyllic fantasy but it would be unfair to let such an incorrect impression remain unchallenged.

The SALE of alcoholic beverages is prohibited in Barrow. Informal local users and distributors simply phone orders to Anchorage on credit cards and pick up their booze at the airline cargo terminal a few hours later. I have stood in that cargo terminal and watched the post-flight scramble for the cases.

Ken Stoops, Anchorage, AK.

### CHINESE JUNKERS RELOCATE

Please inform your readers that the Chinese Junk Association has a new address at 214 McKinley St. Oceanside, CA 92057, (619) 945-9535.

Our newsletter will resume in August and we ask that anyone interested in receiving it contribute \$12 to handle the costs of its mailing every month.

Readers may also be interested to learn that Tom Colvin has almost completed two books, an updated version of "Cruising Wrinkles" and a new book, "Junk Rig Sails". We will advise you when these are available.

Joaquin de Quintana Roo, Chinese Junk Association, Oceanside, CA.



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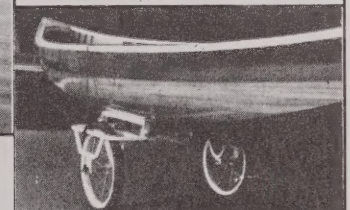
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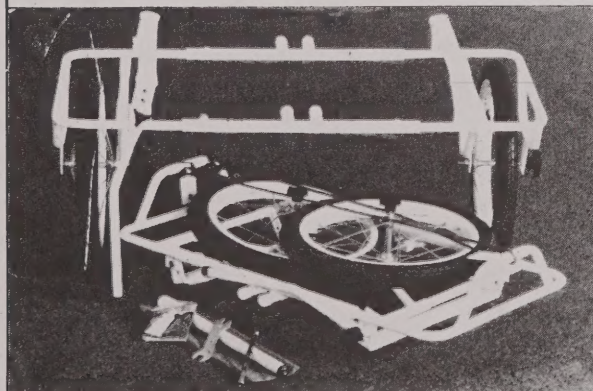
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# LAKE UNION WOODEN BOAT FESTIVAL

Report & Photos from Joe Raymaker

The 4th of July weekend in Seattle was marked by the 16th annual Wooden Boat Festival on Lake Union. The festival was sponsored and organized by the Center for Wooden Boats, Dick Wagner, Director, and took place on the grounds of the Center for Wooden Boats, the Northwest Seaport and the Naval Reserve Training Center.

Having stopped overnight in Vancouver on my way from Mt Shasta, I arrived at the Center just before the scheduled 10 o'clock Friday morning opening. That gave me a welcome quiet time to wander about and visit with

exhibitors, and the Director, Dick Wagner, and get the lay of things before the crowds came. The weather was beautiful, sunny and warm the first day, then reverted to "typical Seattle weather for the balance of the weekend: not too rainy, but just wet enough to make one uncomfortable after an hour or so. (Golly, did I feel at home again!)

A couple of dollars donation got me a Center for Wooden Boats circular sticker which became my gate pass for the weekend. A few yards from the front entrance I found a couple of kids working their way through college running an espresso bar, big stuff in the Northwest these days, and I rid myself of my early morning road weary feeling.

While on my quick walk-through of the layout, I found the official show poster, a beautiful 17 x 23 print of a work done by Richie Benson of Coupeville, Washington, a fishing boat and a couple of dories tied up at a wharf; I bought a rolled up copy for \$8 and squirreled it away in my truck. The early attendee, by the way, gets a parking place close by.

One of the first exhibitors I met was Betha Gutsche, a young woman woodworker who has her own shop in nearby Sallard, she had sailed over in a 10-foot wherry/yawl, sprit-rigged, which she had built herself. For a novice like me, whose first two boats were hard-chined plywood hulls, it was exciting to see such a beautifully crafted wooden boat of traditional design, built by just your average Jane. (On second thought, maybe "average" is the wrong term for a professional woodworker). It made me long for the knowledge needed to do the same thing myself. Maybe I would come back for one of the numerous classes in traditional boat building offered by the Center; the seed was planted.

There was a little nostalgia in store for me. While poking around in the exhibits of the

Puget Sound Maritime Historical Society, I discovered the logo of American Mail Line, one of the old line steamship companies, now swallowed up by American President Line. I had worked for them just out of college in the late 50s, as an accounting clerk. I remember gathering data from accounting records, which data ultimately led to the design of a new class of freighters, the first being the "Washington Mail". That experience in cost analysis gave me just the boost needed to become a trainee Cost Analyst with the federal governments and led, ultimately to a career of thirty some odd years in government contracting (and I mean "odd"). What a trip down memory lane!

I bought a copy of "The Sea Chest", the journal of the Historical Society, for the month of March, 1975. It featured the life of Joshua Green, a pioneer Seattle banker and steamboater. Married to his wife, "Missy", for seventy-three years, he had just died (in 1975) at the age of one hundred five. Now that's a lot of living!

While New York celebrated the Fourth of July with a parade of tall ships, we in the Northwest had some tall ships of our own. There was a Coast Guard revenue cutter- that sailed in Friday afternoon. There were also the 127' schooner, *Zodiac*, built in 1924, and the 100' *Adventuress*, now nearly 80 years old. The *Lady Washington*, a replica of the original, which was one of the first two American ships to sail up the Colombia River two hundred years earlier, sailed in late Friday, too. There was a Russ sailboat, the *Saint Paul*, and a replica of Captain Vancouver's jolly boat, constructed by the students of the Northwest School of Wooden Boatbuilding, Port Townsend, Washington.

Just inside the entrance were several peddlers with displays and an antique wood-handled spokeshave, with brass knobs for adjusting the



Above left: "Lady Washington" is a replica of the first Columbia River American exploration ship. Below: Some of the small boat fleet at the Center for Wooden Boats.







Clockwise from top left: The "Arthur Foss" is a very old wooden tug. A nice outboard runabout. The cozy cabin on this old fisherman also houses the rumbling diesel. Bernie Wolfard's Common Sense Designs display. The Russian fishing boat "St. Paul".



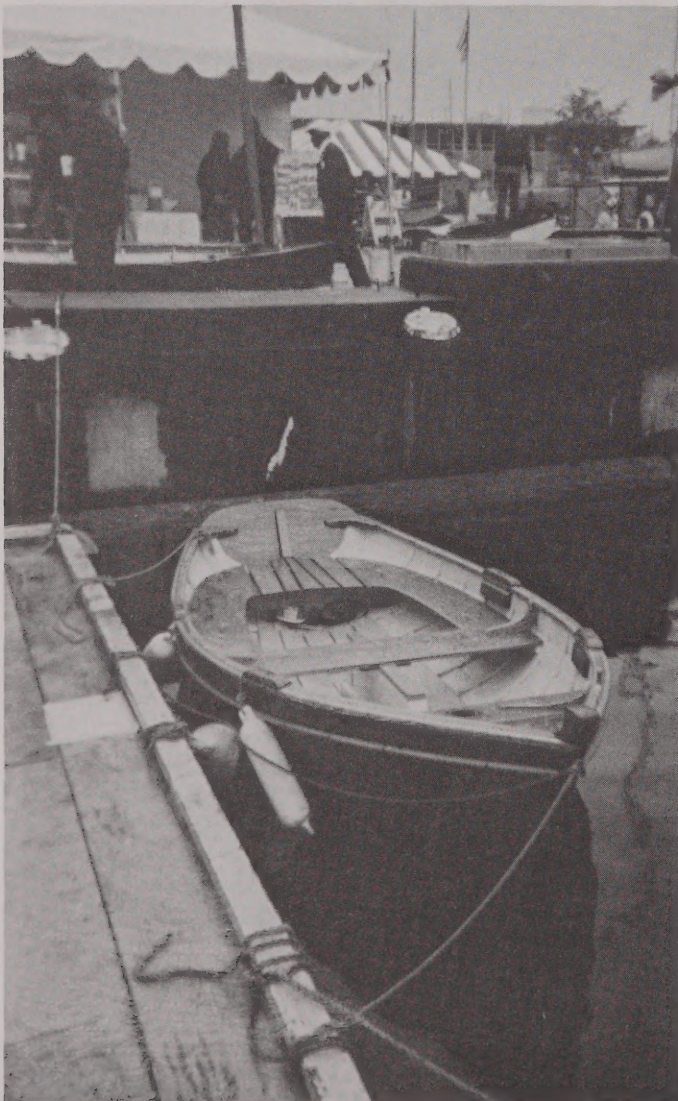


blade. Those latter will be useful for finishing the spars of my small sprit-rigged sail boat.

There were two ongoing boatbuilding events: the first was a place where children built their own toy boats, the second was the "quick & Daring, Lake Union Challenge Cup" boatbuilding contest. The Challenge Cup sounds like a race, and indeed it is, but first, one builds the boat within a day's in full view of the spectators during the festival. Several designs submitted ahead of time were chosen by a panel for construction, the work being done by teams of two. Points were awarded for speed of construction, cost of materials, originality, speed during the race, and weight of tools, with the low overall score winning. Both builders had to be on board during the race. The course was triangular, one leg rowed, one sailed, and the third an "anything goes" dash to the finish line. I was particularly fascinated by a cardboard catamaran (which met the requirement that the hull be of cellulose material).

As with the magazine "Boats" itself, a variety of small wooden craft were featured. There were canoes, kayaks, rowing shells in great numbers. Having lived on Bainbridge Island for several years, I was excited to meet the Doane's of Island Canoes. They had on display one of their own beautifully hand made canoes, and the rain couldn't dampen our spir-

Above: "Cutterhead" is a gorgeous cabin cruiser. Below left: Betha Gutsche built this beauty and sailed it over to the Show. Below right: One of the models on display.





ited discussion of their work and life on "the island".

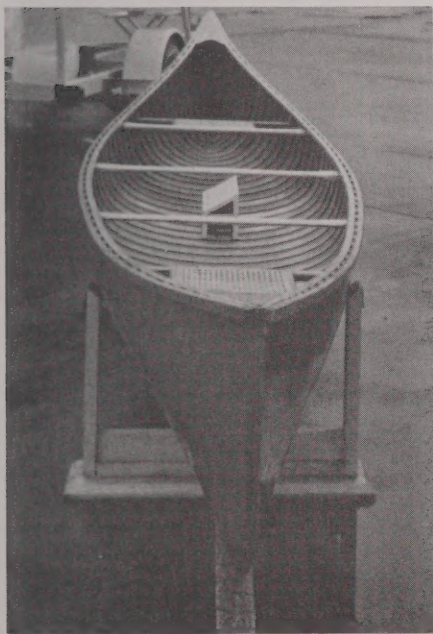
During a lull in the festivities I wandered into the shop to find volunteers at work restoring a Poulsbo boat; saw a clinker-built hull under construction by one of the ongoing classes. On the dock I found a volunteer working on a Monterey fishing boat. I thought that the small cabin would be a good foul weather shelter until I discovered that it also housed a very noisy diesel engine; take along your ear-plugs!

I came away impressed by the number of ways available to learn and contribute to the lore of wooden boat building. The Center itself has classes and volunteer rebuilding opportunities (206) 382-BOAT. Seattle Central Community College offers a program in Marine Carpentry with an Associate in Applied Science degree (206) 587-5460. The Northwest School of Wooden Boatbuilding, Port Townsend, offers both individual classes and a six month, full time program in wooden boatbuilding (206) 385-4948.

Northwest Seaport also offers volunteer opportunities in the restoration of an old lumber schooner (Blakely Harbor on Bainbridge Island used to be full of them, but before my time, I hasten to add) and the wooden ferry San Mateo.



Above right: Grandpa built this little skiff for a four year old. Below left: Some of the handiwork of Tina and Earl Doane of Island Canoes. Below right: Mahogany runabouts appeal in the Pacific northwest too.

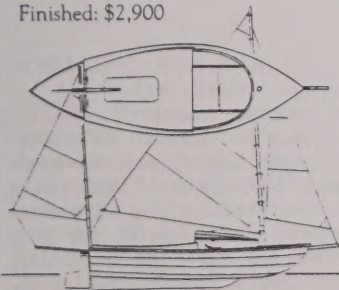


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# BOAT BUILDERS DAY



**TOM JENIK**

Tom Jenik was so pleased with this Herreshoff double paddle canoe that he built while taking a boatbuilding course at Lowell's Boatshop in Amesbury, Massachusetts, that he brought it to Strawberry Banke to show off. The very embodiment of the enthusiastic amateur, Tom radiated that enthusiasm that most of us who have undertaken to build small boats have experienced early on in our efforts. The boat had just been launched following the eight week boatbuilding course. Tom Jenik, 74 Court St. #1, Dover, NH 03820.

The revival of the Wooden Boat Show at Newport this past June sort of pulled the plug on the smaller boatbuilder shows that had developed as alternatives to the earlier defunct wooden boat show. The Albany, New York, show was not held this year because of the almost direct conflict of dates in June. It's hard to compete with "Wooden Boat" magazine for the attention of those who love wooden boats. But Strawberry Banke Museum in Portsmouth, New Hampshire, went forward with their third Small Boatbuilders' Day in mid-July, and

while both builders and attendance were down, it was rewarding for those who did attend. About 30 builders took part and just over 600 people attended.

As we just ran a rather complete review of the small builders who were at the Wooden Boat Show in Newport, I thought I'd focus in this issue on those at Strawberry Banke who were not at Newport, or who were missed by me at that event. So herewith is another pictorial review of some more small boats and their builders.



**GRANTHAM MILLWORK & WATERCRAFT**

Nate Carey is in the business of supplying boatbuilding supplies over in western New Hampshire near the Connecticut River valley. He is also a DN iceboat hull kit builder. Not having a DN hull in hand in mid-summer, Nate brought along a Nutshell pram he had built as a focus for his display. Nate waxes most enthusiastic about the

iceboating, though, and mentioned how great it has been the past couple of winters with so little snow. To promote interest in his products and services, Nate publishes a quarterly newsletter, "Hard Chine Times". Might be worth asking for a copy. Grantham Millwork & Watercraft, P.O. Box 27, Grantham, NH 03753.



**T.R. MAYER BOATWORKS LTD.**

Tim Mayer wasn't around when we snapped this photo of his yacht finished Whitehall. Tim finishes out fiberglass hulls built for him by Jim Thayer, and the resultant boats are truly yacht finished. T.R. Mayer Boatworks Ltd. 284 Bunganuc Rd., Brunswick, ME 04011.

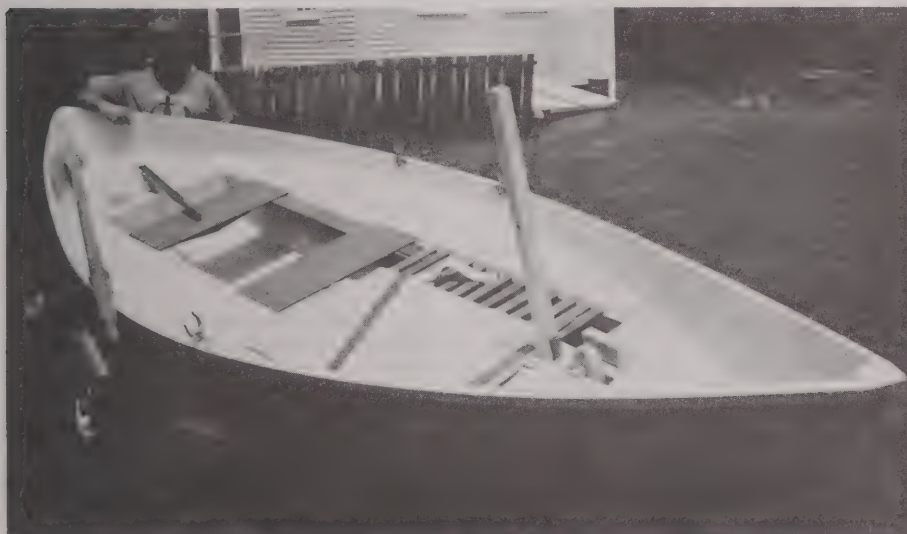




#### ERNEST STELLER

Ernest Steller just loves dories, plain workboat dories, and builds a good example of the Banks dory. He views his boats as "working craft at a workingman's price". Considering that he is from Canaan, New Hampshire, well in-

land from the natural environment of the Banks dory, his enthusiasm for the type is remarkable. For the shows this year, he added a bit of brightwork to his display model, with a fancy transom and thwarts. Ernest Steller, Jr., RR 1, Box 251B, Canaan, NH 03741.



#### CONNECTICUT RIVER BOATWORKS

Mitchell Ross has ambitious plans for establishing a "Center for Wooden Boats" on the Connecticut River near Lebanon, NH, where he is currently a cabinet maker and part time boatbuilder. His vision includes a fleet of camp cruisers, such as this Bolger "Sweat Pea"

with modifications he designed for it, including the slatted footwell "deck" partly visible behind the mast stub, a rollaway deck that stores compactly yet provides a full width overnight sleeping deck under a boom tent. Mitchell Ross, Lebanon, NH.

#### KELLER CANOE WORKS

Jenness Keller displayed two of the stripper canoes he builds summers at his retirement business in Denmark, Maine. Jenness told us he heads for Florida when winter comes in Maine so he cannot operate as a full time serious boatbuilder. Building the canoes offers him summertime purpose and he does a nice job of it. Keller Canoe Works, RR #1, Box 256, Denmark, ME 04022.



#### BURT'S CANOES

Burt Libby is another retiree who has gone into small boatbuilding, his traditional wood/canvas canoes are the direct result of his having read the books on building such canoes and then going ahead and doing it. He has lately been working on this scale model setup as a means of better displaying what goes into building his canoes. Burt's Canoes, Rt. 1, Box 1090, Litchfield, ME 04350.





#### GEOFFREY BURKE

Geoff Burke (center) has been building his beautiful lapstrake double paddle canoes for a number of years now in the unlikely boat-building community of Chocorua, New Hampshire. In the background is his "Annie's Boat" built for the girl friend who is now his wife. In the foreground is Geoff's slightly larger new version, a 15-1/2 footer that Geoff says "Annie's Boat" will fit right inside of. Geoffrey Burke, Boatbuilder, P.O. Box 212, Chocorua, NH 03817.



#### REDD'S POND BOATWORKS

Thad Danielson (in cap) is one of three partners in Redd's Pond Boatworks, which is located alongside the little pond of that name in greater downtown Marblehead, Massachusetts, yachting capital of the Massachusetts north shore. In addition to doing wooden yacht restoration and repair, they build traditional style small boats to order, and this Norwegian pram is one of those they favor. Redd's Pond Boatworks, 5 Norman St., Marblehead, MA 01945.



#### BART HOWE

That's a real birchbark canoe built the traditional way by Bart Howe of Huntington, Vermont. Birchbark canoes are the exotica of the canoe world with but a few builders, and are regarded by most canoeing enthusiasts as collector's items, rather than as everyday boats to be used. Bart's are intended for being used and he can even supply from stock. Bart Howe, RR 1, Box 2270, Huntington, VT 05462.



#### STEBEN BAY BOATWORKS

Paul and Carroll West are brothers who own Steuben Bay Boatworks in Steuben, Maine. Their "Westwind 16" pocket cruising sloop pictured is the pride of their shop, a beautifully built fiberglass sloop with a lot of dark finish wood trim and a lot of room aboard in a cabin and spacious cockpit. The quality of their work was tops, befitting someone with 25 years experience building at Hinckley's in Southwest Harbor. They also build an 11' boat offered up in three versions, the yacht tender, the day sailer and the classic rower elegantly trimmed out in mahogany. Steuben Bay Boats, Steuben, ME 04680.



#### D.S. DUPEE & SONS

Dave Dupee (right) is the man behind the Strawberry Banke Small Boatbuilders' Day, he proposed the original event three years ago as an alternative to the defunct Wooden Boat Show, and as a Strawberry Banke volunteer (he's retired) has pretty much field managed the event since. Dave's boatbuilding is devoted to his quarter-scale dories, he's now built over 40 of them and still has a backlog. Originally conceived of as a practice project prior to building himself a full-sized dory, the models have taken off and Dave has never gotten around to building the real thing. D.S. Dupee & Sons, P.O. Box 101, Strafford, NH 03884.



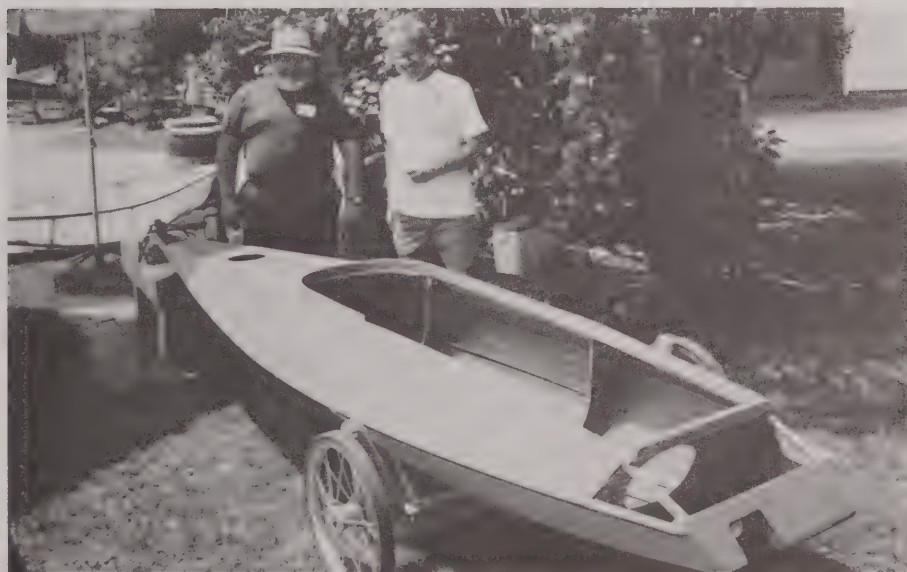
#### HADDEN & STEVENS

The "Piccolo" originally designed by the late Bob Baker for "Wooden boat" a number of years ago has been a specialty for Alex Hadden (right) and Rob Stevens at their shop in Small Point, Maine. They do restorations and repairs also, even flagpoles, in a new waterfront shop that Rob described as being "like they'd died and gone to boatbuilder heaven." Hadden & Stevens Boatbuilders, HCR 32, Box 301, Small Point, ME 04567.



#### KIMBALL BOATWORKS & THE 4-H DRIFTERS

Paul Kimball (left) has long been tackling amateur boatbuilding projects and has developed a local 4-H boatbuilding club at his Kensington, New Hampshire shop, the "Drifters". He's now drawn Vic Harmon (right) into the work and the boat they display here is a Piscataqua River gunning skiff, somewhat modified from plans in Chapelle's "American Small Sailing Craft". Paul says that local adults are now getting interested in what his 4-H'ers are doing. Kimball Boatworks, 21 Kimball Rd., Kensington, NH 03833.



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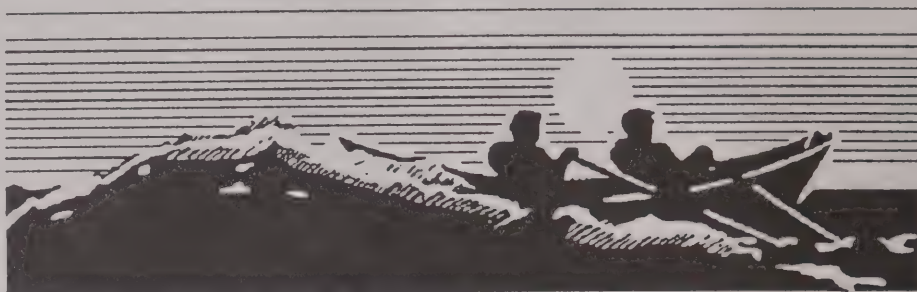
Report & Photos by Bob Hicks



Everything came up roses for the Cape Ann Rowing Club's 5th Annual Blackburn Challenge marathon ocean race around Cape Ann, Massachusetts in late July. The weather was golden, light breezes, clear summer air, little or no sea-way running anywhere on the 20 mile course. And entries reached an all time high, the old limit of 100 boats far exceeded with 125 plus signing up.

The highlight of the day was the very close contest for fastest overall amongst the 18 classes, between the racing kayaks, the sliding seat rowing singles and the sliding seat rowing doubles. Dana Gaines in a Maas Vancouver 21 set the winning top time at 2:58:08, getting under three hours for a new course record. Ben Lathrop and Russell Smith in a Small Craft Double came through just 17 seconds slower in 2:58:25; and Doug Bushnell in his latest 23' long racing single kayak was the only other sub-three hour finisher in 2:58:42, 17 seconds behind Lathrop and Smith. Since all three started in separate heats it was not an

# Blackburn Challenge



on-the-water sprint for the finish line.

Again the big boats helped make this event unique, with multi-oar classes for both coxed and uncoxed boats. Chuck Mainville's Concord Yacht Pilot designs dominated, with the 26' "Ockham's Razor" crewed by Eric Jensen, Frank Mainville, Dan Mason and Jay Sullivan, coxed by Nancy Lubas, setting a new class record

of 3:01:58, just under 4 minutes under the new absolute course record. The Hull gig "Pilot" (not to be confused with the Concord Yacht Pilot designs) crewed by Hull High School boys enthusiastically pursued "Ockham's Razor" as big boat runners-up just over 2 minutes behind. And another of the Concord Yacht Pilots, a Pilot 21, "Equal Rights" crewed by an all-woman crew of Angela and Tammy Morrissey and Gina Lampassi, topped the uncoxed multi-oar class in 3:36:49, beating out the Rockport Apprenticeshop's McGee Island Dory.

Again a number of women competed in mixed and all-women rowing boats and in sea kayaks. Offering women's classes has really brought in the entries from amongst women who row and paddle. Women set new class records in three of their classes: Kinley Gregg in an Alden shell in Sliding Singles in 3:21:37, the fastest of them; Joan Mainville and Dawn Spunzo in a Pilot 21 in Sliding Doubles in 3:32:36; and Tamsin Venn in an Arluk 1.8 in sea kayaks in 3:48:48.

The one organizational hangup involved posting final scores as the large number of post entries accepted created a record keeping jam in the computerized scoring process. The Club has already announced that in 1993 they will not accept post entries, in an effort to have all the participants in place in the computer for starting heat assignments and final time scoring. Safety continues to be a paramount aspect of this race with superb support from area powerboaters acting as picket boats around the course and as sweep boats. With the golden weather this year they had an easy time of it.

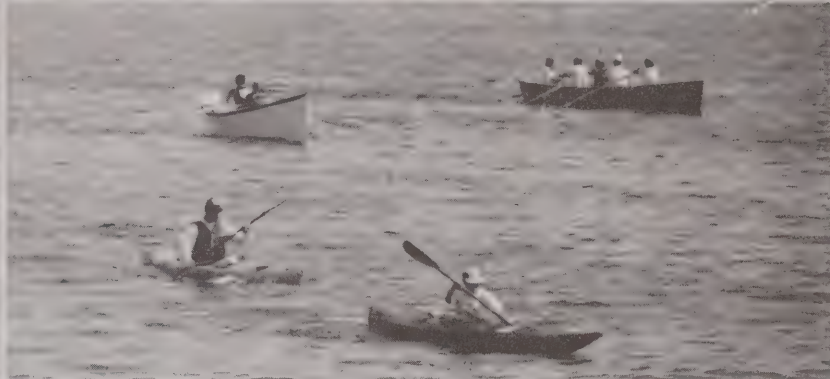
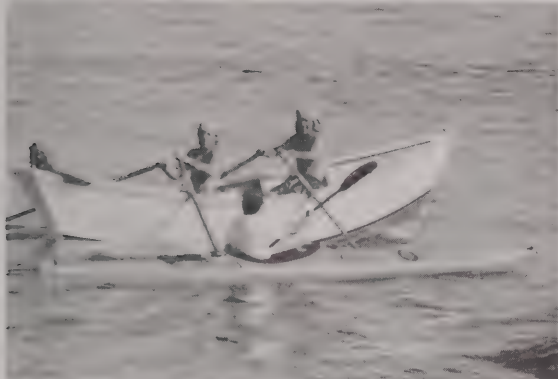
The best is yet to come in this coverage, for we received from participant Paul Murray the in person "how it was" report of a first ever attempt at long distance ocean racing which follows. Read it and enjoy, and maybe in 1993 you too can become a Blackburn Challenger!

Report & Photos by Bob Hicks

Below from the top: Some of the winners in action: Dana Gaines set a new overall course record in his Maas Vancouver shell. The Pilot 26 gig "Ockham's Razor", crewed by Eric Jensen, Frank Mainville, Dan Mason and Jay Sullivan with Nancy Lubas as coxswain, set a new record for multi-oared boats. Dan O'Reilly set a new record for traditional oar on gunwale singles in his Piscataqua Wherry.







Clockwise from top left: Chip Coward was fastest touring kayak in his Seda Glider. Burt and Mike Jenness did the 20 miles in just over four hours for a new record for Banks dories. "Atlantic Coastal Kayaker" editor Tamsin Venn drives through some of the mixed fleet enroute to setting a new record for women's touring kayaks in an Arluk 1.8. "Which way'd they go?" Asking directions? No, just socializing off Annisquam.

## Results

### ■ SLIDING SINGLES—MEN ~ NEW CLASS RECORD

2:58:08	.....	GAINES, DANA	.....	MAAS VANCOUVER 21
3:12:50	.....	VIALL, DICK	.....	ALDEN SINGLE
3:20:54	.....	HENLEY, JIM	.....	MAAS SLIDING SINGLE
3:22:09	.....	RUNNELS, ERNEST	.....	ADVANCE USA 'THE BOSTON'
3:22:21	.....	PETERSON, MARSHALL	.....	MAAS AERO SLIDING SINGLE
3:22:39	.....	WILSON, ROBERT A.	.....	ALDEN SINGLE
3:27:21	.....	HUBBARD, JOHN	.....	ALDEN SINGLE
3:49:21	.....	SZOSTEK, HENRY P.	.....	MISERY ISLAND WHERRY
3:50:10	.....	DE FELICE, R.J.	.....	MAAS AERO SLIDING SINGLE
4:14:18	.....	DAVIS, GEORGE	.....	ALDEN SINGLE
4:25:32	.....	GOODMAN, STEVE	.....	ALDEN SINGLE
4:39:56	.....	CLARK, JIM	.....	MARTIN TRAINER

### ■ SLIDING SINGLES—WOMEN ~ NEW CLASS RECORD

3:21:37	.....	GREGG, KINLEY	.....	ALDEN SINGLE
3:54:30	.....	O'BRIEN, KATE	.....	ALDEN SINGLE

### ■ SLIDING DOUBLES—MEN

2:58:25	.....	LATHROP, BEN	.....	SMALL CRAFT DOUBLE
.....	.....	SMITH, RUSSELL	.....	

### ■ SLIDING DOUBLES—WOMEN ~ NEW CLASS RECORD

3:32:36	.....	MAINVILLE, JOAN	.....	PILOT 21
.....	.....	SPUNZO, DAWN	.....	

### ■ SLIDING DOUBLES—MIXED

3:30:03	.....	COLLINS, DAN	.....	PILOT 21
.....	.....	SELKE, AMBER	.....	

### ■ BANKS DORY ~ NEW CLASS RECORD

4:00:27	.....	JENNESS, BURT	.....	BANKS DORY
.....	.....	JENNESS, MIKE	.....	
4:41:12	.....	DUVALL, MARK	.....	BANKS DORY
.....	.....	MATT, MULLEN	.....	

### ■ FIXED SINGLES—MEN ~ NEW CLASS RECORD

3:53:22	.....	O'REILLY, DAN	.....	PISCATAQUA RIVER WHERRY
3:54:34	.....	COMINELLI, JOE	.....	PEAPOD
4:07:03	.....	ABORN, JON	.....	PISCATAQUA WHERRY
4:09:16	.....	STOOKEY, DAVID W.	.....	CRAWFORD GUNNING DORY
4:10:32	.....	MC GARTY, MICHAEL	.....	OWNER-BUILT GEODESIC WHITEHALL
4:33:50	.....	TARANTINO, JIM	.....	GYPSY FIXED SINGLE
5:20:33	.....	MURRAY, PAUL	.....	14' SWAMPSCOTT DORY
5:23:06	.....	SMITH, BERNARD	.....	GLOUCESTER GULL DORY
5:25:14	.....	GRIMES, GEORGE	.....	10.5' MONHEGAN TENDER
5:31:21	.....	XAVIER, BOB	.....	CHAMBERLIN SKIFF
5:53:30	.....	GOULD, LES	.....	10.5' BOLGER/PAYSON POINTY SKIFF

### ■ FIXED DOUBLES—MIXED ~ NEW CLASS RECORD

4:11:47	.....	AF KLUNTEBERG, ELIN	.....	DORY
.....	.....	JOSEPHSON, DANA	.....	
4:46:11	.....	GINN, JAYNE C.	.....	STRETCH GLOUCESTER GULL
.....	.....	GINN, JOSHUA	.....	
.....	.....	GINN, MICHAEL	.....	
4:54:10	.....	POIRIER, JANE	.....	SWAMPSCOTT DORY
.....	.....	POIRIER, JOSEPH	.....	

### ■ FIXED DOUBLES—MEN

4:26:48	.....	LEGARE, CHARLES	.....	SWAMPSCOTT DORY
.....	.....	SCOTT, DOUG	.....	
4:31:07	.....	LOMBARDO, JACK	.....	STRAWBERRY BANKE DORY
.....	.....	LOMBARDO, PETE	.....	
4:59:12	.....	MATRUNDOLA, ANDREW	.....	DORY
.....	.....	NELSON, RICK	.....	
5:06:21	.....	CHARLES, MARK	.....	STELLER DORY
.....	.....	STELLER, ERNEST	.....	
5:30:24	.....	CIARAMETARO, VINCE	.....	GLOUCESTER DORY
.....	.....	MILITELLO, ANTHONY	.....	
6:00:07	.....	JOSEPHSON, MICHAEL	.....	DORY
.....	.....	SCANYAS, JOHN	.....	
.....	.....	WENTWORTH, BUD	.....	

### ■ FIXED DOUBLES—WOMEN

5:25:44	.....	DOREEN, SCOLA	.....	1930 AMESBURY
.....	.....	LAUREL, JOSEPHSON	.....	

### ■ MULTI-OAR WITH COX ~ NEW CLASS RECORD

3:01:58	.....	JENSEN, ERIC	.....	PILOT 26 'OCKHAM'S RAZOR'
.....	.....	LUBAS, NANCY	.....	
.....	.....	MAINVILLE, FRANK	.....	
.....	.....	MASON, DAN	.....	
.....	.....	SULLIVAN, JAY	.....	
3:04:14	.....	CLINTON, CHRISTOPHER	.....	GIG 'PILOT'
.....	.....	FORBES, DAVID	.....	
.....	.....	MARSDEN, JAMES	.....	
.....	.....	SOMMERFELD, ERIC	.....	
.....	.....	TOWNSEND, FRANK	.....	
.....	.....	WOLFE, CHUCK	.....	
.....	.....	WOLL, STEVE	.....	
3:12:46	.....	DURHAM, FRANK	.....	GIG 'KITTELY'
.....	.....	HINSLEY, MIKE	.....	
.....	.....	MARTIN, MIKE	.....	
.....	.....	MEDA, FRED J.	.....	
.....	.....	PAGE, TOM	.....	
.....	.....	PETERS, MARK	.....	
.....	.....	PUNCHARD, CLIFF	.....	
3:20:06	.....	ALEXANDER, JACK	.....	OWNER BUILT 'EXACT'
.....	.....	ANDERSON, JACK	.....	
.....	.....	DAVIS, STEPHEN	.....	
.....	.....	MORRISSEY, MIKE	.....	
.....	.....	PERKINS, TOM	.....	
4:54:25	.....	BIBBY, DAVID	.....	YAWL BOAT, 1812 REPLICA
.....	.....	BIBBY, GILL	.....	
.....	.....	CLARK, JOE	.....	
.....	.....	CLARKE, AMANDA	.....	
.....	.....	DE ROCHE, ERNIE	.....	
.....	.....	WU, COLIN	.....	

### ■ MULTI-OAR WITHOUT COX

3:36:49	.....	LAMPASSI, GINA	.....	PILOT 21 'EQUAL RIGHTS'
.....	.....	MORRISSEY, ANGELA	.....	
.....	.....	MORRISSEY, TAMMY	.....	
4:00:59	.....	BARNES, STEVE	.....	MC GEE ISLAND DORY
.....	.....	GRIBBEL, WILLIAM G.	.....	
.....	.....	SANDERSON, BEN	.....	

### ■ KAYAK SINGLES RACING—MEN ~ NEW CLASS RECORD

2:58:42	.....	BUSHNELL, DOUGLAS	.....	SINGLE RACING KAYAK
2:59:24	.....	THOMAS, LARRY	.....	WAVE XL 19'
3:16:26	.....	DEAN, BOB	.....	BALDWIN SINGLE KAYAK

### ■ KAYAK SINGLES TOURING—MEN ~ NEW CLASS RECORD

3:12:14	.....	COWARD, CHIP	.....	SEDA GLIDER
3:12:38	.....	MAILHOT, THOMAS	.....	BUCHANAN CARIBOU
3:28:58	.....	BOLDUC, JOHN	.....	HAUTHAWAY RIVER KAYAK
3:30:49	.....	JACOBSON, MARK	.....	GILLIES GLOOSCAP
3:32:50	.....	DILLON, FORREST	.....	BUCHANAN CARIBOU
3:36:05	.....	FELT, DON	.....	SEDA GLIDER
3:36:36	.....	HASKELL, ROBERT	.....	MCNULTY SEA HUNTER
3:38:03	.....	AUBRY, WILL	.....	CURRENT DESIGNS SOLSTICE
3:40:44	.....	JACQUES, DAVID C.	.....	HYDRA SOLO KAYAK
3:46:22	.....	RADACK, ERIC	.....	CURRENT DESIGNS SOLSTICE
3:47:48	.....	MURTAGH, CHRIS	.....	AQUATERRA SPECTRON
3:49:29	.....	DE NERING, WESLEY	.....	HYDRA SOLO SEA KAYAK
3:51:03	.....	HUEMMER, CHRIS	.....	ARLUK III SINGLE KAYAK
3:53:43	.....	LASKEY, LOU	.....	NORDKAPP SINGLE KAYAK
3:53:50	.....	DUFF, JIM	.....	ARLUK 1.8
4:07:33	.....	CHARBONNEAU, AROL	.....	SEALUTION SINGLE KAYAK
4:10:23	.....	HANSEN, AL	.....	EASY RIDER 18.6 SEA KAYAK
4:12:53	.....	GRAHAM, JEFF	.....	AQUATERRA SEA LION
4:14:54	.....	WEDLOCK, STEVE	.....	SELKIE SINGLE KAYAK
4:15:13	.....	WALTERS, JONATHAN	.....	HYDRA SEA RUNNER
4:15:30	.....	EARL, CHRIS	.....	ARLUK 1.8
4:16:23	.....	BLOOMBERG, WILL	.....	HYDRA SEA RUNNER
4:21:55	.....	PEIRCE, ALLAN	.....	'SCUPPER' (SIT-ON-TOP)
4:22:17	.....	PINCUS, DANIEL	.....	HYDRA SEA RUNNER
4:31:47	.....	KEITH, ROCKY	.....	DIRIGO SINGLE KAYAK
4:45:00	.....	WASSILIEW, VICTOR	.....	TOM DERRER DESIGN
4:46:34	.....	STOCKWELL, FRANK L.	.....	OWNER BUILT KAYAK 18'
4:54:35	.....	ASHWORTH, JOHN	.....	AQUATERRA SINGLE KAYAK
5:12:47	.....	LANE, JOHN	.....	OWNER BUILT SINGLE
5:22:16	.....	WILBUR, DEAN	.....	HYDRA MINNOW

### ■ KAYAK SINGLES TOURING—WOMEN ~ NEW CLASS RECORD

3:48:48	.....	VENN, TAMSIN	.....	ARLUK 1.8
3:53:33	.....	MASAILO, LOUISE	.....	BUCHANAN CARIBOU
4:19:15	.....	WALTERS, SUSAN	.....	HYDRA SEA VENTURE
4:20:59	.....	KISH, JOY	.....	CURRENT DESIGNS SOLSTICE
4:40:57	.....	MATTEUZZI, JOAN	.....	CURRENT DESIGN SOLSTICE
5:13:54	.....	ANDRE, RAÉ	.....	CURRENT DESIGNS PACHINA

### ■ KAYAK DOUBLES—MEN

3:50:48	.....	FICKET, 'WOODY' DAVID	.....	VCP ALEUT SEA II
.....	.....	HUTTEMAN, ROBERT	.....	

### ■ SURF SKI—MEN

3:23:50	.....	SWIFT, DON	.....	SINGLE SURF SKI
4:36:52	.....	ETTLINGER, MARK	.....	WAVE SKI KAYAK
4:37:38	.....	BOSSE, NORMAND	.....	TSUNAMI X-1 ROCKET

### ■ CANOES

4:25:13	.....	BLAKE, JAY	.....	OLD TOWNE W/COX
.....	.....	BLAKE, STANLEY	.....	
.....	.....	OSLER, GEORGE	.....	



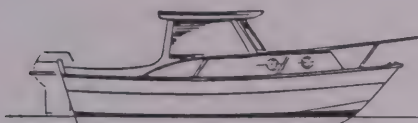
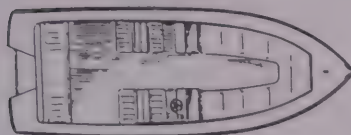




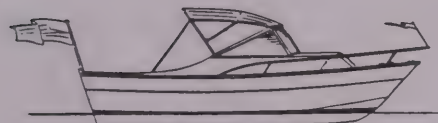
# Shoestring



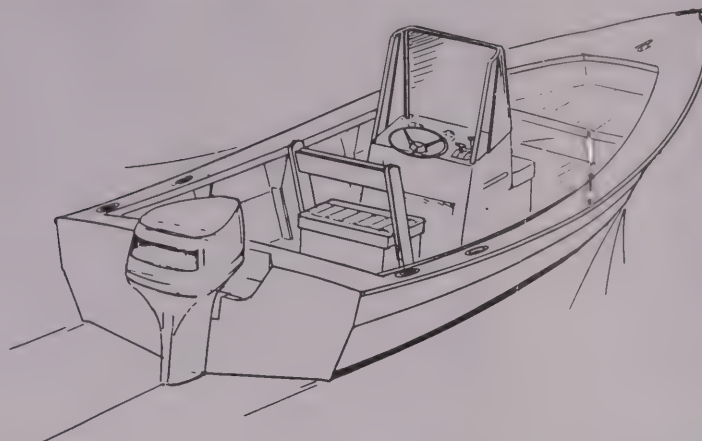
Bow Rider



Coach Cabin



Soft Top Cruiser



## CHARACTERISTICS

Dimensions	Length	16'-0"
	Beam	6'-0"
	Draft	1'-0"
Weight	Light	650lbs
Power	40-60hp, 90 max	
Speed	40 kts	
Materials	Plywood, Fir & Epoxy	

Naval architect Karl Stambaugh and I collaborated on this design to bring to the home builder a performance oriented outboard powered boat with broad appeal, good looks and easy construction techniques. "Shoestring" brings us back to boating like it used to be, affordable and fun. You can build your own "Shoestring" and stop going to those same old boatshows with their same old look-alike fiberglass boats wearing those incredibly expensive price tags.

For home builders I offer a complete set of building plans, choosing from amongst suggested variations on accommodations that which best suits one's chosen life style. All the variations are based on the same big, deep "V" planing hull that will take you where you wish to go, fast, safely and comfortably.

"Shoestring" is a big boat that will handle a lot of horsepower, giving her the speed capabilities to get back fast if bad weather or other emergencies require. This is a boat you can build yourself that you can depend upon with confidence. Hull materials are primarily plywood, fir and epoxy, all noted for economy in construction time and cost. The hard chine hull configuration was designed to utilize available lumber yard materials with scantlings appropriate. All the plywood panels are pre-lofted with dimensions marked for direct transfer to the building materials. Full size patterns for all the floors and frames are also included.

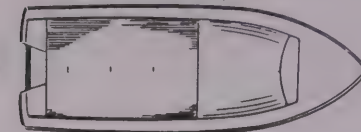
The construction plans provide all the details for building the fishing console version. The study plans show nine suggested variations on this theme, all based on the one hull design. If one of these alternative choices is made, I am available to provide more detailed information. I sincerely hope many will build "Shoestring". My commitment is to make boating an affordable pastime like it used to be. Back then when you walked into a boatyard or marina there were real boats built of wood that reflected the personalities of those who owned and built them. I miss those times and think my "Shoestring" will help return them from memory.

Study plans are \$7, full construction plans are \$65. I will be happy to hear from anyone with questions about "Shoestring", before and after purchasing of plans and during construction stages.

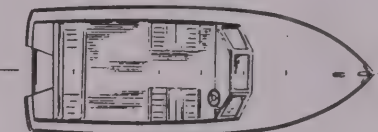
Gary Clements, GFC Boats, RD 1, Box 417-B, Cape May Court House, NJ 08210, (609) 861-2171.



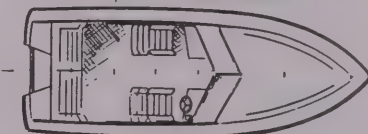
Cuddy



Classic Runabout



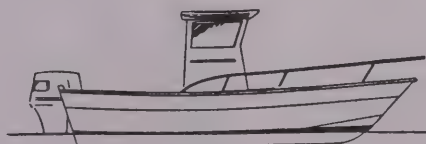
Sport Runabout



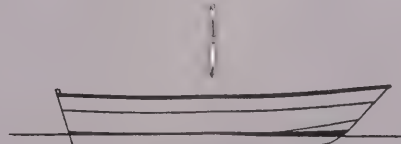
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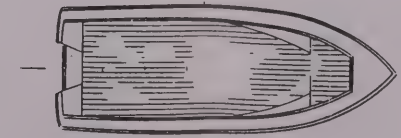
Karl Stambaugh NA



Enclosed Console



Open Cockpit



Work Boat



## WHAT ABOUT THE PHIL BOLGER DESIGN?

The next Phil Bolger design feature will be the 18' Micro Trawler "Hawkeye", first featured in our April 15th issue in preliminary form based on the building of a half-scale test prototype. Now David Montgomery has built the full-sized boat and we had a chance to take part in sea trials in late July with David and Phil and friends. Since the photos weren't ready in time for this issue, we brought you Gary Clement's "Shoestring". "Hawkeye" will appear in the September 15th issue.

Bob Hicks



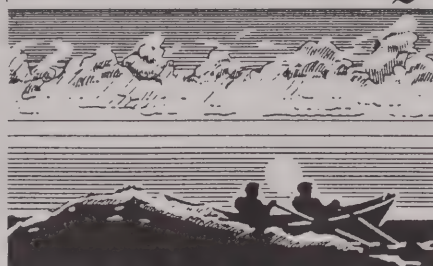
I bought a fourteen foot Swampscott Dory three years ago. I'd always loved the looks of a dory and had done some extra work and so had the money and my wife encouraged me to go ahead. It was about fifty years old and was in rough shape. You could see through her all over the place, but the fellow said he'd sell it, fixed up and painted for eight hundred dollars. Half now. The rest when she was done. He started telling some story about a guy stranded off shore, away from his fishing schooner who had to row to Nova Scotia in the dead of winter. He dipped his hands into the water to freeze his mittens around the oars cause he knew he'd need to have those oars in his hands for a lot longer than he'd have strength to hold on. Those dories are some sea boats. I put it off as some sort of Maine version of salesmanship, making me feel better about spending 800 of my hard earned dollars on a leaky boat. I didn't care. I had always wanted a dory. I bought it.

Well it was a couple of years later when I was still the proud owner of my leaky dory, quite the seasoned rower as I saw it since I went out for a few miles every day when we were on vacation in Maine, when something caught my eye in *Messing About In Boats*. The Blackburn Challenge- a rowing race around Cape Ann- named after Howard Blackburn the famed dory man who had to row to Nova Scotia from Georges Banks in his dory after having been stranded. So- it wasn't a fish story the guy was telling me who sold me the dory. Wow! Destiny! Well, I felt like I was supposed to row in this race. That was last fall. I wrote to the Cape Ann Rowing Club and they sent me back some information and a promise to mail me an entry form.

Over the winter I talked with my wife to see what she thought. She thought I should go for it. I figured I'd start training in March. I'd rowed seven miles once in my dory and practically died. I figured I'd better get in a lot of training. March, April, May, June and July. I could do it. Well you know New England. The Spring was miserable. I couldn't get the boat ready to go in until the last part of April and then life has a way of intruding on our plans. I rowed twice in April. I rowed twice in May. What a training regimen. Well I'll do better in June. I have managed to squeeze in two more rows of about four miles in June when the Blackburn Challenge entry forms arrive. That Cape Ann Club is great. They kept up their part of the bargain. The moment of truth is here. Do I send them a check? Do I make a firm commitment to this race or do I row my Dory twice a month and talk about how I thought about being in the Blackburn Challenge? Yes, go for it. I mail off the check. It's official. Now I'm serious. I go row for two and a half hours. The port oar has a cute little warp, the wrong way and my right hand is a mess from fighting the tendency to twist. Howard lost his fingers, would I? My next row was in the open ocean with some 3-4 foot swells and about 15 knots of breeze. I pull into the breeze for an hour and a half. I am about played out. Will I ever do a twenty mile race in these conditions? Self doubts are what stop us. This is dangerous thinking. You can always talk yourself into quitting.

Next day is the Newport Wooden boat show. I go, of course. Didn't you? Lo and behold there are some beautiful rowing craft here and I end up talking at length with Frank Durham about rowing and he is going to be in the Blackburn Challenge. I am heartened. He tells me of some of his exploits and I laugh. I

## Blackburn Challenge



by Paul Murray

The life and times of a first timer.  
or

How I went from someone who thought rowing would be fun to try sometime to someone who rowed a twenty mile race around Cape Ann.

buy the magazine in which he has written an article and enjoy it very much. Then I see a pair of unfinished Pete Culler Oars in a beautiful little boat with the Rockport ApprenticeShop's display. OOOH. I think, the soreness of my right hand still throbbing from yesterday's battle with the wind and waves with my warped oar. They may be for sale. I talk with the fellow, Ben Fuller, and no the oars are not for sale but he is full of information on the Blackburn. He's rowed it and encourages me. I ask him if I am crazy for deciding to row this race as my first race and he says no. He doesn't hem and haw at all. He just says no. He even says I'd be good in their big three man dory. He gives me a few hints- water, sunscreen, hat- it's a big endurance event, be ready as you would for any big race. The big hint he gave and one which I will urge on any of you who are thinking of the Blackburn for next year, is to tape a thin piece of foam on your thwart.

He suggested that I go over to Water Power Works and get a pair of oars from him. I could lighten them a little and make them a little more like the Pete Culler oar of my dreams and for a very reasonable price and relatively little effort have a great pair of oars. I did find my way over there and did find a pair of nice seven and a half footers that would have done, but I didn't have a check with me. When we are hesitant about things we aren't as ready to dispense money. Was the forgotten check-book just one more way I had of telling myself that I wasn't going to be ready to do the Blackburn?

Well school was out for the summer, my duties lighten up a lot and I could begin training in earnest now. The event is less than a month away and I have been out in my boat eight times. Am I serious? Obviously not. The house needs painting. Badly. We have agreed that I have to paint the house before we can go to Maine for our vacation. My plan is that I row every morning in Maine to get ready for the Blackburn. Isn't that a great plan? I just have to finish the house first.

The paint is peeling off the front of the house, there is mold, slime and all sorts of stuff growing on the back of the house. The threshold on one door is so rotten that I know I will be in trouble if I don't get to it this year. This is not a four day job. I'm right. I finish on July 11. I have managed to get in two rows. I've now got two weeks till the Blackburn. A few things came up. Life.

We get to Maine on the fifteenth. So I've got ten days. I row every morning, just as I'd planned. It's great. I row for a couple of hours, stop off at an island and do some yoga and take a quick dip. Real quick. This is offshore Maine. I'm feeling stronger and more confident. This is the way to do it. I stop in at the Apprentice shop in Rockport to see Ben Fuller again and see if there is anyone there who could build me a pair of those Pete Culler oars. We talk about rowing more and he warns me about tendonitis. I silently chuckle to myself thinking, "Tendonitis. Ha! From rowing? Not me. I'm really getting strong." He tells me to stop back on Monday, he has someone in mind to build the oars.

The next day is stormy. Perfect I think. I go out to practice for the Blackburn in this rough stuff. Penobscot Bay do your worst. I go out and frolic in the surf. Sheets of rain flatten the surface chop making the swells show up beautifully. My dog huddles sodden in the stern looking miserable as I laugh and pull hard on the oars. Later that day I find I cannot open and close my hands without extreme pain. Oh no. The dreaded tendonitis. Pride goeth before a fall. No rowing for at least a day or so. And less than a week till the race. I should have rested earlier.

I go back to the ApprenticeShop. They're in the middle of finishing the Sonder boat they've been working on for two years. No one is especially interested in making a pair of oars this minute. Ben Sanderson says he can do it but certainly not in time for the Blackburn, he's in the Blackburn, too, and just can't get to the oars. He offers to lend me some after I whine about my warped oar and finally finds a pair of seven footers. Too short. I guess I'm stuck with the warped oar for the race.

This is about the least convinced I ever was that I would be able to finish the race. My hands wouldn't close particularly well, my oar was warped and the dory had developed a peculiar new habit of taking on water at the rate of five or six gallons an hour. My my.

I got out the Boat Life caulking. Ten bucks a tube but it is truly miracle juice. Two days before the race I have my dory upside down on the lawn in Owls Head having marked with my son's crayons all the places that the water came out when it was on the trailer. I had vision of other racers going over their craft with glass paper and then wax. Here I was going over mine with boat life and crayons.

I got the leaks down to about two gallons and hour or so and my hands closed on the oars and could pull if I didn't overdo it. What I needed now was nice weather- no wind, no waves. I took everything out of the boat I usually carry to lighten it for the race. No sail rig. If I brought that I thought I might chicken out and sail if I got too tired. I even took out the centerboard. That was about twenty pounds. I told my dog he couldn't come. That was a savings of about 75 pounds. He complained and asked who I'd get to keep shifting from port to starboard to help steer. I paid him no attention.

I was ready. Of course I'd left the information packet on the race back at home and we were not going there before the race. We'd arranged to stay in Newburyport so the night before I rode down to Gloucester to see if I could find out where I was to go and when I was to be there.

The town of Gloucester might want to consider giving the young woman Shirley who was working in the information booth that



Friday night a medal for service above and beyond the call of duty. She went to unbelievable lengths and cheerfully so to find out for me about the Blackburn. She had heard of it, and so had a lot of people she called, but no one knew anything about it. Finally someone she called at the Coast Guard knew where it started.

I called Bob Hicks that night to see if I could confirm the start and find out where and when I could put my boat in and he told me the same thing the Coast Guardsman had said for the start and told me where the ramp was for putting in. I could go to bed.

I was up at five. My last yoga session, a hearty breakfast of corn flakes and I was ready.

Nervous, but ready. I drove down to Gloucester after waking up my wife to put sunscreen on my back and wish me luck. You know you've got a good partner when she'll put sunscreen on your back at 5:30 a.m. At the Cape Ann Marina Jeanne and Dick Price were there and all smiles. Just what a slightly nervous person needs to have. I cannot really put into words the feeling of relief I got from these two. I got launched and was rowing over to register when I noticed water coming in under my thwart. The centerboard case was leaking like a sieve under light pressure from the oars. I'd be in trouble rowing hard in waves. Oh no! I rowed back to the ramp and unloaded the boat and flipped it over. I found a handy piece of driftwood and shoved it in the centerboard slot and wedged it in place with some sticks. It worked. During the race I got little puffs of air out of the hole where the centerboard line ran, but not much water came in.

I got registered, got some of the spring water, put my number on my hat, listened to the opening remarks and explanation of the course and was ready. I was in the first heat- fourteen foot dory, single fixed seat- the poke pants class. I saw Ben Sanderson and asked him if I would regret having gone over the leathers on my oars last night with shoe polish. They had seemed so dry and I noticed it was really getting hard to feather them. He said what I really wanted was some grease. I was concerned that they might pop out of the locks. He assured me that you wanted them pretty easy to move around. He offered me some grease, but I was anxious to get going so's not to miss the start. I rowed up the river through the little bugs. Powerful little biters. At what we took to be the start a group of us milled around. After a while I could see the start was not going to be any immediate minute and I got to thinking about my forearms and some grease for my oars. I asked if anyone had any grease. There was a gentleman in a Gloucester Gull dory who offered me some vaseline. I gratefully took some and what a difference it made. Thanks Bernie.

The start finally happened. I had had visions of falling over backwards on the word GO! so I was determined to start easy. This is a twenty mile race. I should be in a hurry? I want to finish, not win. In no time at all I was in last place of all the first heat guys. Bernie in his Gull was way ahead. The guy with the 9'10" oars pulled away. The fellow in Tidely Idley, an 11 foot skiff that he'd build with Dynamite Payson's guidance over the phone pulled away and then, much to my chagrin, the little kayak, it looked to be about seven feet long, left me. Yes sir paddy last. It wasn't long before the second heat started to go by. There went the sixteen foot wherry, then the fifteen foot gunning dory, the green pea pod, the white skiff. Then the third heat. I half expected to see a young kid paddling an air mattress go by me next. I didn't let it bother me. I had my plan. I wanted to finish. I

was going to stop every hour to bail. I had water which I figured I'd drink whenever I wanted it and I had some dried fruit and bananas and nuts to keep my strength up. After twenty or thirty minutes I wasn't nervous anymore and I was enjoying a beautiful day. I gave up the idea of feathering after about an hour and just concentrated on keeping the oars going. People who passed were friendly. The two in the dory were putting on a show- "No! You can't stop! I told you no water till we finish! And then we get rum!" They mentioned some other things they'd get, too. It was pretty funny.

Somehow I got past Rockport and was still feeling great! I got excited. My arms were holding out great, no pain in the forearms at all. I decided to try a little harder. I kept the two man dory in sight for quite a while. I fended off a few boats from behind. I passed a couple of guys. One fellow who had passed me an hour and a half ago I gradually got by! I was elated. I caught up to the Gloucester Gull. Wow! this is great. I was going to make it! Once I was past the breakwater I thought I was just about there. I didn't know where the finish was so I called over to a couple of kayaks who were having a rest where the finish was and they called back a cheery "We don't know." Oh great. Just when I'm getting in to racing and want to stay ahead of somebody I'm lost. I whipped out the photocopy chart someone had insisted I take at the beginning of the race (thanks) and it looked like the finish was about 30 degrees off the end of the breakwater. I headed out. This was the toughest part of the course for me. I have never seen such big boat wakes. I wasn't clear on where to head and I was tired. Heartbreak hill. Thanks goodness the wind was southwest and pushing me.

I made it. There's no big fanfare at the end. Nobody is there cheering. Most people have finished and are far more interested in other things. I landed my dory. I picked a fair sized wave, gave as good a pull as I could, pulled my

oars into the boat, leaned toward the stern so we'd ride up expertly on the beach, then went to hop out to pull the dory up the rest of the way. I almost fell on my face. My butt was tired. And Sore. When I put my foot on land my rear end said, quietly, but firmly, "I quit. I've done plenty for one day." and I caught myself with a hand to keep my face out of the sand. I should have put that little piece of foam on my thwart.

Would I do it again? Of course. I have done nothing since the race is over but plan the boat I'd like for next year's rowing adventures. I came home that night and started eyeing shelves I can move in the basement to make room for the sixteen foot Swampscott dory. Two or three more feet of waterline length will give me another half knot, take off thirty minutes. Those Pete Culler Oars will take off another ten minutes. If I don't have to bail... Who knows? Another Boat fiend, hooked for life. See you next year. July 17, Cape Ann Marina. The Blackburn.

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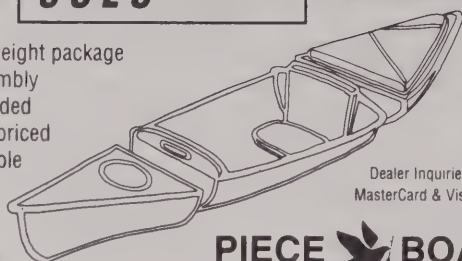
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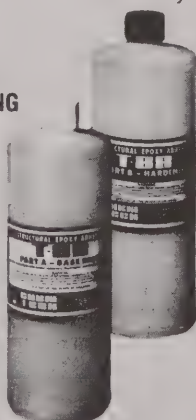
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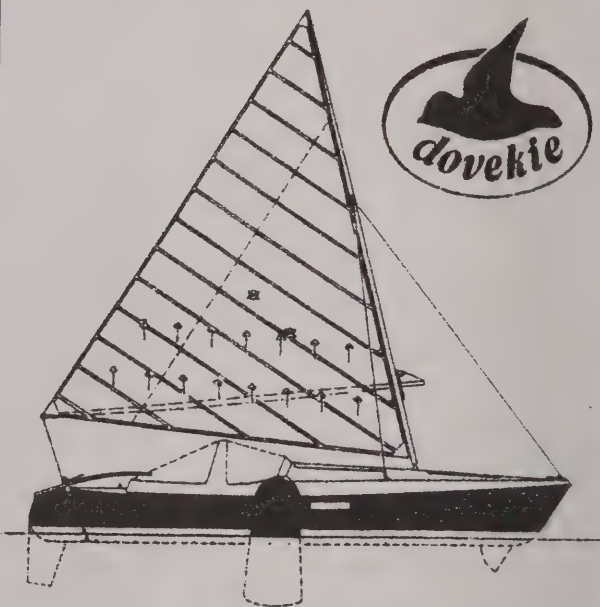
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# BOATING TRIPS ON NEW ENGLAND RIVERS

BY  
HENRY PARKER FELLOWS  
ILLUSTRATED BY WILLIS H. BEALS

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1884

AN AUTUMN CRUISE  
ON

## THE HOUSATONIC

FROM  
PITTSFIELD TO THE SOUND.

CHAPTER I.  
PITTSFIELD. — LEE.

A RIVER is a musical poem. Like the strains of an orchestra its various streams unite and pour forward in rhythmic melody. Then, too, a river like a fine epic is well adorned, having for its constant themes woods and hills and mountains, a mill or a village, farm-houses and bridges, and a genuine atmosphere overhead. An epic is likely, however, to grow tiresome; a river, never. You read a poem; you enjoy a river.

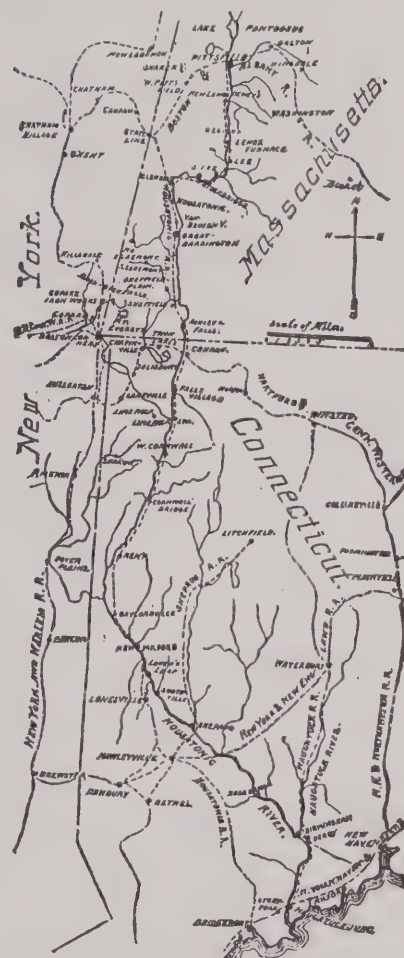
The Housatonic River, the finest of poems, is the chief ornament of Berkshire County, the finest of prose.

The west branch of the Housatonic rises among the Hoosac Mountains of northwestern Massachusetts, a section of the State which has not inaptly been called the Switzerland of America. The principal source of the west branch is in the town of Lanesborough. Lake Pontagogue, a broad and beautiful sheet of water, dotted with two islands in the middle, may be considered, however, the actual head from which the stream flows south to Pittsfield. The principal source of the east branch is in Hinsdale, though a multitude of small streams join above Dalton, and their commingling waters flow westward along the line of the Boston and Albany Railroad to unite with the west branch just below Pittsfield. The river after the union of the two branches flows in a generally southerly direction through western Massachusetts and western Connecticut for about one hundred and fifty miles to Long Island Sound. It derives its name from the Housatonic tribe of Indians, which formerly inhabited its banks. I have somewhere read that Housatonic signified in the Indian tongue, "Over the mountains;" but I should think a more correct interpretation might be "Among the mountains."

I had an appointment to meet a friend at Pittsfield toward the latter part of September for the purpose of taking a row down the Housatonic—to enjoy a poem

without reading. The skiff which was to embody the movement, the same one I had used in a voyage down the Sudbury, Concord, and Merrimac, was sent from Boston to Pittsfield about the middle of September by the American Express Company. The expressage was three dollars and ninety cents, double the ordinary rate. The fare from Boston is three dollars and forty cents.

Pittsfield, the shire town of the county, settled in 1752, and named after William Pitt, the great English commoner, has a population of about twelve thousand. It is situated in the triangular space formed within the two branches of the river. The Boston and Albany Railroad intersects the town like the bar of an A, the branches of the river representing the prolongations of



the letter. From a square about the middle of the town four streets radiate toward each point of the compass, called respectively North, South, East, and West Streets. On the north side of the square is the old Town Hall, while opposite is a very handsome library of unique and artistic design.

After dining at the American House, as the friend who was to accompany me on the river was busily engaged in concocting a brief, or some such contrivance, it was agreed that I should take the boat alone to Lenox Station, where he was to join me on the arrival of the five o'clock train from Pittsfield, and we were then to go on to Lee together. I proceeded



to the office of the express company, and was there subjected to a petty annoyance without rhyme and with little reason. The agent declined to deliver the boat at the river at South-street bridge on the ground that it was beyond the schoolhouse, which he affirmed was the limit of delivery. It was beyond, but only a few rods, and it seemed as if there might be a slight concession to the exigency of the case; but no, the *ipse dixit* of the agent was as decisive as the fulmination of a Roman emperor. It behooved me, therefore, to find another place to launch the craft, and I soon ascertained that the west branch was navigable below Pomeroy's lower woolen-mill. Here, however, another difficulty arose. The aforesaid agent declined to deliver the boat until after five o'clock, so that it finally became necessary to procure a team at additional expense and a great deal of additional trouble.

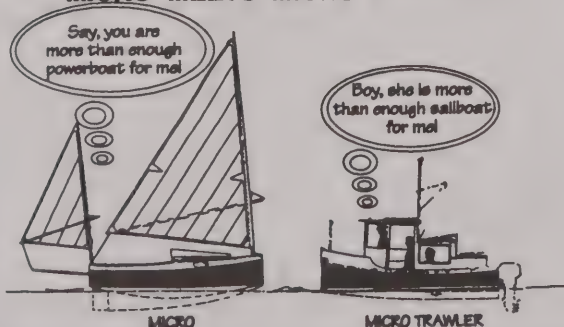
The teamster and I put the boat in the river below the last building of the mill, which is on West Housatonic Street. It would be, however, an easy matter to get over the dams of both woolen-mills. The boat had been in ordinary several weeks, and the instant it touched the water, to use the familiar expression, leaked like a sieve. By this time several operatives from the mill had gathered around, and we lifted the boat on a walk, turned her over, and I was engaged an hour or more in caulking the widely distended seams, an operation in which one or another of the constantly relayed group of interested observers took a hand. It is always advisable to have a little oakum and oil-of-tar in boating. I had neither, I must admit, however, and had supposed there could be no possible occasion for anything of the sort, as the boat had been both caulked and painted in anticipation of the trip. We used cotton batting, the only thing available, which proved quite serviceable, though I suspect that the soaking in the water was the most effective remedy. I had invited any one of my co-laborers who felt so disposed to join me as far as Lenox Station, and when the boat was ready for its final launch a volunteer appeared, arrayed in his Sunday best.



We put the boat in once more and started on the voyage about three o'clock. The stream below the mill is about thirty feet wide, and winds very pleasantly in a small, narrow valley of its own. We soon came to a brand new wire fence which extended directly across our path and looked like a very troublesome obstacle, as the wires were full of sharp projections. Drifting to it, however, stern foremost, my passenger lifted the lowest strand over his head, I carried the thorny burden precariously over my own, and we passed under without a scratch. Just above South-street bridge we ran against a log boomed across the stream. We passed close to the west bank under the west end of the log by depressing the boat nearly to the gunwale in the water. I do not believe that the boat displaced quite so much water again during the trip. Pulling under the old wooden bridge immediately below, we rowed around a bend and bumped against another log lying across the stream. My companion in assisting to lift the boat over the east end lost his footing on the mossy bank, and slid into the water considerably above his knees, amid expressions of great disgust. We quickly got the boat over, however, and started on and soon came to another obstruction in the shape of a plank walk. We found just room enough, however, to pass under the east end with ease.

(To Be Continued)

## COMMON SENSE DESIGNS PRESENTS MICRO MEETS MICRO TRAWLER



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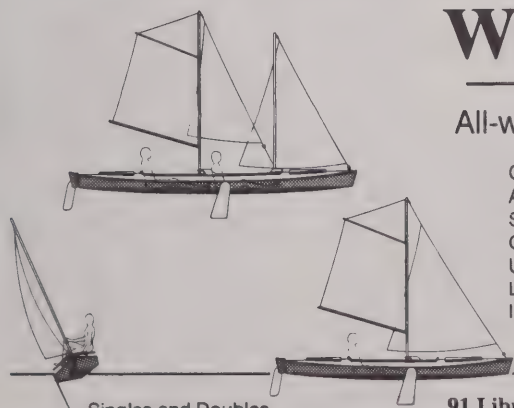
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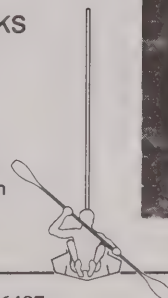
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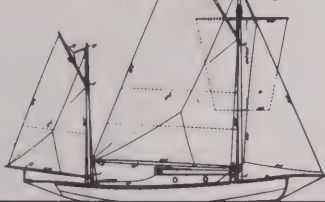


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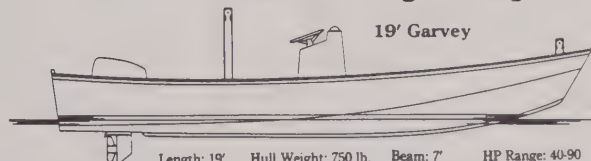
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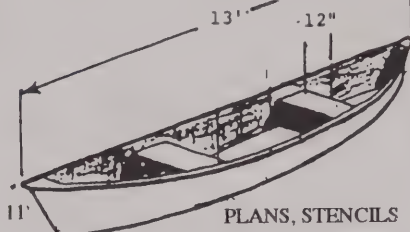


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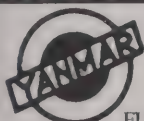
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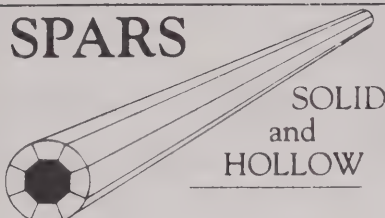
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DRY SUIT, OS Systems, rear zipper, extra large. Used 5 times, \$240. Werner San Juan paddle, 7-1/2', 2 pc, custom colors, \$130.  
HIRAM CARBER, Portland, ME, (207) 772-3821 (eves). (9)

12' CLASSIC WHITEHALL SKIFF, Platt Monfort designed geodesic aerolite constr. Wt 30 lbs, cap 500 lbs. New, \$1,695.  
ALAN PRATT, Thomaston, ME, (207) 354-6716. (9)



33' L.F. HERRESHOFF "MEADOWLARK" shallow draft leeboard sharpie coastal cruising ketch, blt 1962 under L.F.'s supervision. Cedar & yellow pine on white oak, authentic L.F.H. hardware, 15hp Yanmar diesel (250 hrs), VHF, propane stove, porta-potti, etc. Cabin slps 4 in comfort, 6 in a pinch. Exc cond. Further reduced to \$12,000.  
BOB SILVIUS, 20 Wolf's Neck Rd., Freeport, ME 04032, (207) 865-3947. (9)

WANTED: Wood/canvas canoe, 16'-17' WITHOUT keel, ready for use, not a pristine antique or needing major work.  
HOWARD SIMPSON, 1018 St. George's Rd., Baltimore, MD 21210, (410) 323-4448. (8)

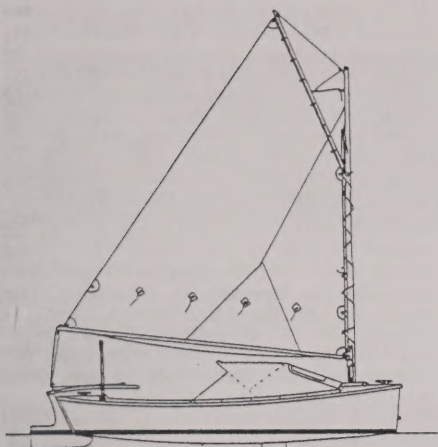
RARE MILITARY KLEPPER (green deck) Aerius single expedition. Incl clip-on & tuck under spray decks, 2 aprons, rudder, cables & foot pedals, Nordkapp paddle & boat cart. \$2,000.  
CRAIG POOLE, NJ, (201) 333-5857 eves. (8)

TROPICAL HIDEAWAY EFFICIENCY COTTAGE - KEY LARGO. PRIVATE, BAY-FRONT, ENJOY TROPICAL FOLIAGE & SUNSETS. RENT INCLUDES 16' DAYSAILER, TANDEM CANOE, HOT TUB, LAUNDRY FACILITIES. 4 PER. MAX. \$395/WK, SAT. TO SAT.  
KEY LARGO SHOAL WATER CRUISES, KEY LARGO, FL, (305) 451-0083. (TFP)

13' BOSTON WHALER, early 60's model. Hull vy sound, on Cox tilt trlr. No motor. \$1,400 OBO. Also 1957 Johnson 35hp Seahorse OB, shiny, no salt, \$425. Other early OB & 1 cyl inboards also. Located nr Washington, DC.  
DAVID GRAVES, Wheaton, MD, (301) 949-5872. (8)

CANOE LINES PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' and 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip-built or wood/canvas construction.  
FRANKLIN CEDAR CANOES. Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)





17' FLORIDA BAY MUD HEN, '83. Shallow water gaff sharpie. Tanbark main w/2 sets reefing points. Full canvas & many extras, incl fitted rack for 3 gal gas can & Danforth on bowsprit/anchor roller. Plus '88 Holsclaw trlr w/ custom bunks/rollers. \$4,00 OBO. Will consider trade for Old Town or Sunfish sail rig plus cash.

NED ASPLUNDH, Feasterville, PA, (215) 956-8351 days, (215) 357-8525 eves. (8)

18' HARTLEY TRAILER SAILER, exc. wood constr in vy gd cond. Galv trlr, 9hp Merc OB. Located Chautauqua Lake, NY.

ROGER SHERMAN, Pittsburgh, PA, (716) 753-2345. (8)

WANTED: Pocket cruiser on trlr in northeastern states. \$5,000 or less, must be great deal.

BRIAN LEWIS, Kenmore, NY, (716) 877-6790. (9)

9' ROWBOAT, flat bottomed plywood w/taped seams, flotation fore & aft, oars & oarlocks, painter. Asking \$325, new boat. Will deliver reasonable distance.

JOE ROGERS, Framingham, MA, (508) 872-4206. (8)

PROPELLOR, 3-blade bronze 9x10, w/bronze shaft 1" diam x 82" long w/stuffing box & couplings. Asking \$200.

JOE ROGERS, Framingham, MA, (508) 872-4206. (8)

14' O'DAY JAVELIN, hinged gold anodized mast & boom, small cuddy, exc sails, SS rigging, self bailing (F.W. Boat), 3hp Seagull, galv trlr. \$1495.

DOUG WATT, Winter Haven, FL, (813) 293-3408. (8)

17' SWAMPSCOTT DORY, blt 1988, pine on oak ribs, Sitka spruce mast, mahogany transom & brightwork, oars, mainsail w/2 jibs, trlr. This boat is a beauty, \$2,995 or BO.

TOM MILLER, New Boston, NH, (603) 487-3883. (9)

ENGINES: 4 cyl Graymarine compl Model 4-91-9000, \$450. 5hp Chris Craft OB, \$350.

ROY ROYAL, Richmond, MI, (313) 727-7320. (8P)

HOMEMADE STEAMER, 1 Carlin oil fired generator & 8' wood box to put wood into. \$100.

JIM BURNHAM, E. Windsor, CT, (203) 623-9752. (8)

DELIGHTFUL WATER DONE, Key Largo, like having your own island! Spacious vacation studio with sundeck, afloat on Florida Bay. Includes sailboat, motorboat, spectacular views, privacy. Sleeps four. \$595/week.

SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (TFP)

BOATBUILDING ARTICLES. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (TF)

LONESOME BAY BOAT, a modern replication of a 16' 1912 Old Town "Double-Ended Boat". Fast and stable under oar, sail, paddle or small outboard. This is a perfect multipurpose boat for the sportsman, camp owner and family. For its length it is one of the most versatile boats being built today. Light and responsive, its classic early Maine styling and modern materials hull provide you with low maintenance and much pride of ownership. A wide option list enables us to custom build each boat to your specifications.

INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457 or 643-6001. (TFP)

WINTER PROJECTS. Winter is coming and these projects must be gone from here by then to someone who wants to restore them for 1993 sailing (I'll never get the time). 17' Townie sloop, compl w/sails, spars, rigging, etc. Nds new bottom and compl refinishing inside & out, old paint removal, painting, varnishing. Everything is there for \$500. 13' Barnegat Bay Sneakbox w/large new dacron gaff sail, original gaff spars, all rigging and hardware. Hull fiberglassed poorly, nds major rebuilding/refastening, also nds new rudder & CB. A total restoration of an interesting boat, or use the sail rig on something you're building and scrap the hull, \$350. 18' Alden O Boat clone, carvel planked round sided, flat bottomed daysailer w/sails, rigging, hardware It's all there but nds total restoration/refastening for \$250. If they don't go by the first snow I'll part out the spars, sails, rigging & hardware and cut up the hulls for the stove.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best.

SLEEPER: 7'10" car-toppable sailing cruiser. Sleeps two belowdeck. Plans \$35, info \$3.

EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (18-93p)

CUSTOM OARS & PADDLES, furniture grade products built to your specifications and patterns, using any commercially available woods. Solid or laminated, straight or spoon, pinned or feathering, each piece is meticulously hand-crafted for the best looks, action and function. From a Maine Beaver Tail to a 15' sweep, our shop can handle all your needs. Options include leathers, various tips and finishes, and Guide-boat or standard hardware. For a quotation call or write with your specifications.

INDIAN POINT GUIDEBOAT CO. 732 Midland Ave., Midland, PA 15059, (412) 643-5457 or 643-6001. (TFP)

24' GAFF SLOOP, William Atkin designed "New Sister". Clipper bow, very traditional, professionally built, cedar & mahogany on oak. Draws little more than dew, C/B, slps 2, great gunkhole cruiser. Gd working sails. \$3,500 or BO, will consider in trade a Rhodes 19, Mariner or Day Sailer.

STEFAN CALAZZI, S. Orleans, MA, (508) 255-6230. (8)

18' LYMAN ISLANDER, 1954. Fully restored & detailed. Also 1951 Chris Craft Sea Skiff preserved as original. Both runabouts have rebuilt 60hp Graymarine inboards.

SACO RIVER BOATWORKS, Saco, ME, (207) 284-6913. (10P)

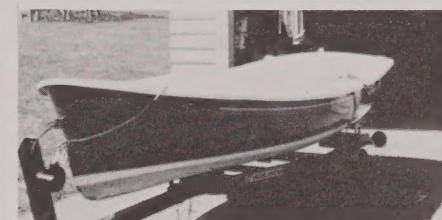
ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available. KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

WANTED: All Bolger books except "Schorpioen" & "100 Small Boat Rigs". L. WILSON, 2160 James Canyon, Boulder, CO 80302, (303) 442-7291. (8)

MARINE ENGINES: Old slow turning 1 & 2 cylinder direct reversible gasoline marine engines from 3hp. ANYTHING MARINE, Box 5000, Lunenburg, NS B0J 2C0, Canada. (16P)

WISCONSIN MARINE ENGINE, 2 cyl w/FR gear. Electric start, never started, new, \$700.

JIM BURNHAM, E. Windsor, CT, (203) 623-9752. (8)



12-1/2' O'DAY WIDGEON SAILBOAT, new lines, mast tabernacle & Schaefer blocks. Highlander trlr. \$1,000.

JOHN KARRER, Taunton, MA, (508) 822-1314. (9)

17' FLORIDA BAY MUD HEN (1983) gaff cat rigged sharpie, dark green FG hull, tanbark sail, galv trlr, 2hp Mariner in well. \$3,000.

PENN PFAUTZ, Middletown, NJ, (908) 957-0474. (9)

CHARLOTTE ULTRALITE CANOE, blt by Tom Hill, John Wermescher & class, finished out by John Wermescher. Like new, sacrifice, best offer.

JOHN WERMESCHER, Crescent City, FL, (904) 467-2996. (9)

SELKIE KAYAK by VCP w/Wildwater sprayskirt & paddle. Asking \$1175. RICH CURLEY, Alna, ME, (207) 586-5010. (8P)

18' LYMAN ISLANDER, hull nds work. Incl hdwre, Universal Utility 4 Type BN motor. \$1,200 or BO. Also Homelite OB. DON FARNSWORTH, P.O. Box 13, China, ME 04926-0013, (207) 968-2932. (9)

NIMBLE 20 CANOE YAWL, tanbark sails, 5hp 4-stroke in well, cruise outfitted, cover, trlr. BO.

DOUG BACON, Woodstock Valley, CT, (203) 974-3505, lv message. (9)

13' ANTIQUE CHAISSON DORY, double ended. For restoration, has builder's plate. \$300.

DAVE PEACH, Marblehead, MA, (617) 631-5571. (9)

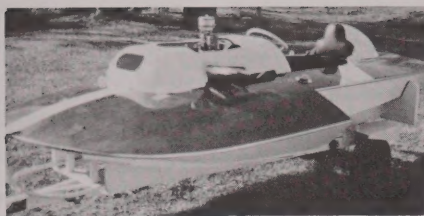
16' ADIRONDACK GUIDEBOAT, Haselton/Kaulback kevlar/FG, w/caned seats, mahogany trim, 9' oars.

ROBERT WHITE, Hanson, MA, (617) 293-6755. (9)

TRADE: Carved animal-like toggles for kayak or small boat decklines for Corian counter top scraps, especially colors other than white.

DON BETTS, Brooklyn, NY, (212) 366-9546, 9-9:30 am, (718) 855-3659 eves. (8)





HYDROPLANE, 1949 48 cu in w/full race Crosley engine, compl restored w/original trlr (Chuck Wagon). Was blt by Chuck Thompson. \$7,500 or trade.

ROY ROYAL, Richmond, MI, (313) 727-7320. (8P)

WHISP, w/oars & compl sail rig. Mfg by O'Connell's Wooden Boat Shop, 1989. Exc cond, used in fresh water only. \$1,200 or BO.

JOHN WOODWARD, Lancaster, PA, (717) 397-5301 (lv message). (8)

WANTED: Mad River "Independence" solo canoe.

OWEN CECIL, Box 634, Oscoda, MI 48750. (8)

4HP ATLANTIC M&B ENGINE, underdeck gas tank, reversing prop, set of brass oarlocks. \$885 for all. Could deliver to Mystic engine meet Aug. 22nd.

JERRY FARMER, 5733 Bluebird Ln., Minnetonka, MN 55345, (612) 474-6127. (8P)

1984 DOVEKIE, trlr, new canvas Bimini & porch, new motor mount, marine battery & electric motor, salon deck grate, porta-potti, ground tackle & safety equipment. \$5,500.

JIM CARTWRIGHT, OH, (216) 792-4270. (8P)

14' STURDEE CAT, cat rigged daysailer. Cockpit coamings recently replaced w/mahogany. 3hp Yamaha (great motor) Tlr rusty but useable. \$3,250.

BOB TUFFLEY, Gloucester, MA, (508) 283-2615 (eves). (9)



15' WEST WIGHT POTTER, 1990. World famous beachable microcruiser in top cond. Self-bailing, self-righting, non-sinkable, vy stable under sail. Easily launched & recovered. Extras incl 3hp Mercury OE, custom cabin cushions for 2, 6-1/2' berths, Porta Potty, SS bow pulpit & cockpit rails, Shoreline tilt trlr, transom boarding ladder, cabin mounted compass, dock lines & ground tackle. \$3,900.

DON ROWLAND, Charlestown, RI, (401) 377-8946. (9)

JOHNSON OUTBOARD, 5.5hp, 4 gal remote tank, owner's manual. 1955 w/vy low total hrs, runs like new, all orig paint, decals, \$220.

JIM CLARK, Oxford, OH, (513) 523-6515 (wkdy eves). (9)



VICTORY 21 FG fin keel cuddy cabin sloop blt by Catalina Yachts. Vy similar to Rhodes 19 or Rainbow 24. Hull & spars sound, nds cleaning & TLC. Sails intact. Weighs 1350 lbs incl 500 lb keel. Delivery can be arranged. Please give this graceful boat a home. \$1,500 OBO. Located nr Washington DC.

DAVID GRAVES, Wheaton, MD, (301) 949-5872. (8)

BOOKS: "The Crest of the Wave", Uffa Fox, Valhalla's Whaleboat, Int. 14's, canoe, ocean sailing, etc. Cracked binding, stained cover, but great read! 1st ed. \$25. "Broken Waters Sing", Caylord Staveley, rowing the Green & Colorado Rivers in Galloway-Stone boats. Lib discard, dust jkt, exc, \$15. "Ships of the Great Lakes", James P. Barry, dust jkt, lib discard, out-of-print, exc. \$50.

OWEN CECIL, Box 634, Oscoda, MI 48750. (8)

ROWERS! Purchase this new (used twice) Alden single w/Oarmaster & Deltoid oars for \$1,500 for the lot.

JUDSON LUDEKING, Amesbury, MA, (508) 388-2524 eves. (8)

KLEPPER SINGLE, used 1 season, spray skirt, paddle, small sail & carrying sacks, \$1,600.

P.L. KENNEDY, Providence, RI, (401) 781-6669. (8)

SPARTINA SEA KAYAK demo/prototype. 14'7" length, 24" beam. 38lbs, deck lines, rear flotation bag. Beautiful wooden deck & cockpit rim. Paddles beautifully too. New price \$1,500, this one is used and lightly scratched, a bargain at \$950.

ED ROONEY, S. Dartmouth, MA, (508) 998-5121. (8)

8' UQBAR SAILING PRAM, a first effort in building. Sound, nds scraping & painting. In Georgetown, ME.

HILARY SMITH, Peacham, VT, (802) 542-3500 before 9pm. (8)

AQUATERRA CHINOOK SEA KAYAK with Dagger carbon fiber paddle, \$599.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 wkdays only. (8)

STARCRAFT ALUMINUM BOAT, 25" transom, \$499.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 wkdays only. (8)

BOAT STUFF: Stowaway ladder, \$99. Beat up old but strong homemade trlr, \$150. Galley unit out of 24' O'Day sailboat, w/deep sink & stove, \$25. BIC 250 windsurfer, \$350. Strida folding aluminum bicycle, \$175. Sears boat battery, new, \$25.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 whdys only. (8)

14' PEEP HEN, 1987 gaff cat mini-cruiser, dark green hull, tanbark sail, Bimini, summer cabin, galv trlr, 1962 6hp rebt Merc. All in exc cond, \$4,500.

ART PETERSON, Asbury, NJ, (908) 735-5462. (8)

SEALUTION SEA KAYAK by Wilderness Systems. FC, orange deck w/white hull, blue safety lines, scant scratches. Cover, 2 Werner paddles, spray skirt, life jacket (large), bilge pump, car top carrying accessories. Used a couple of weeks last fall. Unrelated back injury necessitates sale. \$1,800.

JOEL PLASTRIDGE, 13 Newton St., Cambridge, MA 02139, (617) 491-4869. (8)

GOOD BOOKS: The following all in gd cond: "Riddle of the Sands" \$2, "Good Little Ship" \$2, Restoration Paper from Bath Marine Museum \$1, "Bermuda Triangle" by Berlitz \$3, "Shadow Line" by Conrad, old but undamaged, \$1. All packaged \$5 ppd. Also "Sensible Cruising Designs" by L.F. Herreshoff in new cond w/slight jacket tear, \$10 ppd.

JOE ROGERS, Framingham, MA, (508) 872-4206. (8)

12' GAFF RIG SLOOP w/bowsprit. A true classic rebt by a professional to "as new" cond. Asking \$5,000. Can arrange transport.

R.K. WILMES, E. Haddam, CT, (203) 873-1051. (8)

WEST WIGHT POTTER. The nearly perfect pocket cruiser: Tanbark mains'l & jib, 2.5hp Tohatsu engine w/3 gal remote tank for extended power cruising, tilt trlr, Bimini top for shady comfort at anchor and when under power, anchor & warp, fitted cabin & cockpit cushions, compass, pulpit, 25 watt VHF radio w/masthead antenna & shipboard license, ventilation fan. Includes paid slip rental in Hingham, MA, for balance of season. Can sleep 2 in surprising comfort. A stable seaworthy vessel far more capable than her 15' length would indicate. Regretfully for sale at \$2,900. Add \$250 for Autohelm auto-pilot & storage battery power system.

JOSEPH RESS, Newton, MA, (617) 965-7714. (8)

16-1/2' WHITEHALL, '78, cedar, oak, mahogany, 2 pr spoon oars, spritsail, cb, Bristol. Reduced to \$3,400. Delivery arranged.

R.E. GRAHAM, 77 Abby Ln., Portland, ME 04103, (207) 797-4795. (9)

FISH CLASS CATBOATS: 2 yr old ply & epoxy, perfect, \$3,500. 8 yr old bronze fastened, \$2,500. Two older Fish in gd shape, \$1,000 ea.

DAVID MONTGOMERY, Gloucester, MA, (508) 281-6524. (8)

WHITE ASH: 106 bf in 13' lengths, widths 4" to 10". Air dried, \$100 firm for all.

JOHN FISKE JR. Weston, MA, (617) 899-2936. (8)

CANOE CANVAS: Approx 50 yds on roll, #8, 60" width, \$200.

JOHN FISKE JR. Weston, MA, (617) 899-2936. (8)

15'x52" DOUBLE ENDED PULLING BOAT, 100 lbs, 1991. Stable, seaworthy, exc craftsmanship. Redwood strip, epoxy glass constr. W/4 oars, \$1,795.

D. ELWELL, Hobe Sound, FL, (407) 546-9816. (8)

MICRO TRAWLER, the new Common Sense design, under construction & for sale.

JOHN, FL, (407) 569-5757. (12P)

16' WALTER DEAN ANTIQUE INBOARD LAUNCH. Old, rare and interesting project Located western NY. \$3,000.

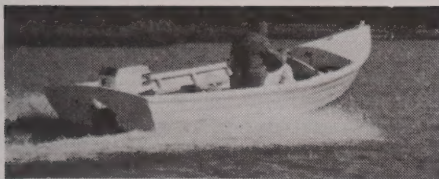
STEVE LAPEY, (508) 374-1104. (11p)

WANTED: Donation of used Penguin sail, or will trade Greenland style sliding stroke kayak paddle made to order

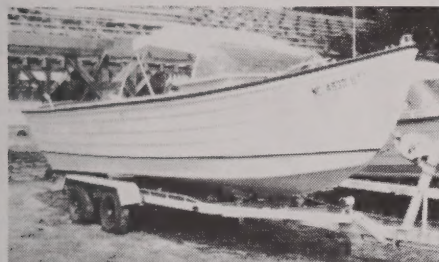
DON BETTS, Brooklyn, NY, (212) 366-9546, 9-9:30 am; (718) 855-3659 eves. (8)



## SIMMONS SEA SKIFFS



Classics of the North Carolina coast. Outstandingly seaworthy, fast with low power, light, simple plywood lapstrake construction. Detailed plans and directions; no lofting. SEA SKIFF 18 (photo above) featured SBJ #51. 17'1" by 5'7" by 5" draft; 20-40 HP. Plans \$30.



SEA-SKIFF 20: (photo above) the big offshore fisherman. 19'4" by 7'6" by 10"; 50-70 HP. Plans \$45. Information on both, \$1. CAPE FEAR MUSEUM ASSOCIATES, 814 Market St., Wilmington NC 28401, 919-341-4350.

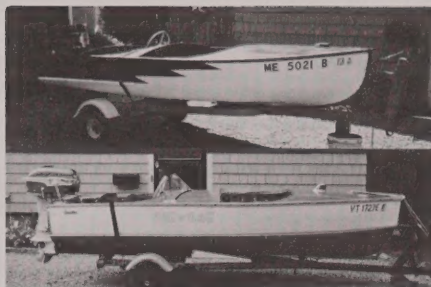


CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage. MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17 S., Elizabeth City, NC 27909, (919) 335-1453.

USED BOATS: 1992 Mariner or Rhodes 19, seasonal dock space, motor & trlr, \$10,545. Venture 24, \$1,800. O'Day 23, \$5,000. Star Island 23, \$4,500. Freedom 21, \$9,500. Sea Ox 20 (90hp powerboat), \$6,700. O'Day 192's, \$3,900 & \$6,000. Alacritty 19, \$3,800. Duxbury Duck 18.5, \$800/BO. Marshall 18. Catboat, \$16,000. O'Day Daysailer III's, \$3,000 & \$3,650. O'Day Day Sailer II's, \$2,000 & \$3,800. O'Day Day Sailer I, \$3,200. Point Jude 15.5, \$3,500. Cape Cod Mercury 17, \$2,500. Newport Surprise 15, \$1,200. O'Day Javelin 14, \$1,500. Fiberglass Catboat 12, \$4,500. O'Day Widgeon 12, \$650. Trlrs & engines available w/many of the above, incl in price.

AREY'S POND BOATYARD, S. Orleans, MA, (508) 255-0994. (8)

32' ATKIN KETCH, "Eric" design. Hull restoration nrly compl. Finish her off yourself. Asking \$5,000 to recover our labor. This boat capable of offshore cruising anywhere. R.K. WILMES, E. Haddam, CT, (203) 873-1051. (8)

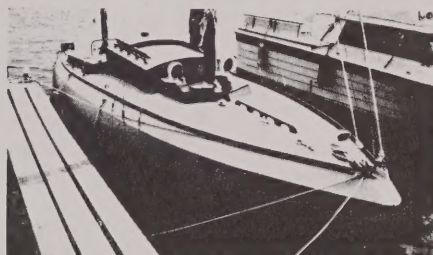


PENN YAN OUTBOARDS: 12' "Swift" w/35hp electric start Merc ('53). On decent trlr. From Lake Sebago, restored 1982, used 5 yrs then stored. \$1,200. 13' w/35hp electric start Johnson ('56), trlr, mooring cover, refastened bottom. \$3,000. DAVE PEACH, Marblehead, MA, (617) 631-5571. (9)

CANOE & KAYAKS. Sailing canoe, Mohawk FC hull, spruce gunwales, 2/3 decked w/mahogany waterproof bulkheads, automatic bailers, rigged for class "C" or "ACA" sail rig, \$750. 20' red cedar wood-strip/West epoxy single/tandem sea kayak, Tsunami design, extremely fast, \$1,250. Tripper 17' whitewater touring ABS canoe, full flotation plus center saddle for solo paddling, spruce gunwales, well worn but still sound, \$250. LARRY HAFF, Wilton, CT, (203) 762-3230. (9)

ADIRONDACK GUIDEBOATS. The world's largest selection of Guide-boats and historically correct accessories available from one source. Dozens of models, paddles, oars, yokes, seats, hardware and gifts. Our new "Video Magazine" is now available.

INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457 or 643-6001. (TFP)



21' LAURENT GILES YAWL, sister to John Guzzwell's "Trekka". Blt '87 by R.K. Wilmes. Dynel & epoxy over strip planked red cedar. Sitka spruce masts & booms. Honduras mahogany cabin sides, coamings & toe rails. Origo alcohol stove, VHF, Ritchie compass, 7 sails (some never used). Custom steel cradle. Exc cond. \$15,000.

DAVE BOBOC, 59 Newgate Rd., Oxford, CT 06478-1534, (203) 888-7348. (9)

USED SEA KAYAKS: Folbot folding kayak compl w/storage bags, hypalon hull w/fabric deck (not the naugahyde skin). Ready to use, you might want to refinish varnish on wooden frames/and polish up aluminum stringers as winter project. No extras (rudder, paddles etc.) \$500 firm. Folbot rigid double kayak built from factory kit, double naugahyde hull, yellow & blue, nds detail repairs to wood trim and cleaning up. No extras (rudder, paddles, etc.) \$250 firm. German-made Pioneer folding solo kayak, 1960's vintage, hypalon hull w/fabric deck, stored many years assembled. Incl spray skirt, original ltwt wooden take-apart paddle, storage bags. Nice paddling boat ready to use, \$350 firm.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best.

**NYMPH: 7'9" x 3'6" Tack & Tape "Witch" Craft**  
Just eight hours in your shop can flesh out this dynamically rounded hull that Phil Bolger engineered into Nymph's five flat plywood panels. Quick and responsive under sail or oars, easy to cartop, and the most boat at the lowest investment of labor and materials.

**PLEASE SEND ME:** — Complete construction plans and instructions for \$25.00 — Study plan packet for Nymph and 24 other easy-to-build Instant Boats for \$5.00  
**BOOKS:** — *Instant Boats*, \$15.00 — *Build the New Instant Boats*, \$19.95 — *Go Build Your Own Boat*, \$20.00 — *Build the Instant Catboat*, \$9.95 — *How to Build the Gloucester Light Dory*, \$7.95 — *Keeping a Cutting Edge: Saw Filing*, \$7.95 — *Boat Modeling with Dynamite Payson*, \$17.95 Add \$1.00 S&H

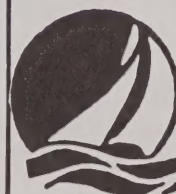
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**Harold H. Payson & Co.**  
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207-594-7587

## SMALL SAILBOAT SPECIALISTS

- Precision
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- New/Used

## THE SAILBOAT SHOP



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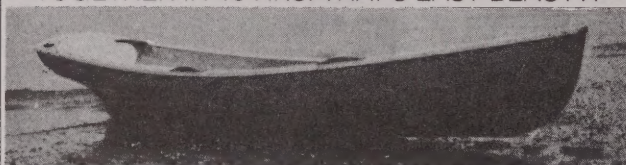
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### WATER BLOCK RESIN

#### General Description:

A standard epoxy resin which has been modified with a non-toxic dilent to reduce viscosity and improve flowability. As a result of this modification, Water Block Resin is ideally suited for marine applications.

#### Uses:

FILLING (when used  
with fillers)  
SHEATHING  
LAMINATING  
IMPREGNATING

#### Physical Properties:

Pounds per gallon: 9.2  
Flash point: 200°  
Color: Sun Dried Straw  
% Reactive Solids: 100°

### WATER BLOCK HARDENER FAST

#### General Description:

Water Block Fast Hardener is an accelerated curing agent. Ideal for encapsulating, repair putties, adhesives, and coating applications. Fast Hardener imparts limited flexibility to the Water Block Resin and is resistant to blushing and the formation of surface oils during curing.

#### Physical Properties:

Pounds per gallon: 8.1  
Pot Life: 6 to 9 minutes at 70°  
Mix Ratio: 2:1

### WATER BLOCK HARDENER SLOW

#### General Description:

Slow Hardener is similar to the Fast Hardener but allows a pot life 4x longer. Use Water Block Slow Hardener when extended working times are required.

#### Physical Properties:

Pounds per gallon: 8.3  
Pot Life: 40-50 minutes at 70°  
Mix Ratio: 2:1



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